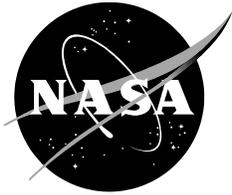


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Data Quality Analysis of the UH-60A Airloads Program Flight Test Data—Volume I

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August 2019

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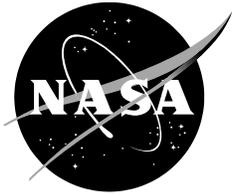
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Data Quality Analysis of the UH-60A Airloads Program Flight Test Data

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SUMMARY

This report is a simple data quality analysis of the UH-60A Airloads Flight Test data acquired in 1993 and 1994 under the NASA/Army UH-60A Airloads Flight Test Program. All archived flight test data (other than acoustic data) have been processed through python scripts to determine if the individual data channels for a given flight and counter can be detected and are of good quality. This is an attempt to provide users of the UH-60A Airloads Flight Test database some first-order assessment of individual sensor data quality for every counter in every flight. The analysis was performed in two parts. First, for each flight each sensor channel was evaluated to determine if the data stored for that sensor was nonzero and within the allowable range for that sensor as established by the instrumentation setup for that flight. Second, for each flight the half-peak-to-peak value of the sensor for that counter was compared with its own half-peak-to-peak value for all counters in that particular flight and with similar channels' half-peak-to-peak values in the same flight. If a particular sensor was judged to pass both evaluations, the result was noted as "good" in the Quality Assessment Tables in this report. If the sensor did not pass both evaluations, the sensor's measurement was noted as "questionable" in the Quality Assessment Tables along with which criteria that particular channel failed to pass. This report documents this data quality analysis process and provides further detail on how each sensor for each counter and flight was evaluated. The purpose of this report is to make the UH-60A Airloads Flight Test data more useful to potential users of the dataset. The results of this data quality analysis are not intended to be absolute; rather the user of the database can use this information as one means to initially characterize data quality for specific sensors, counters, and flights.

INTRODUCTION

The data collection portion of the UH-60A Airloads Flight Test Program (ref. 1) was conducted between July 1993 and February 1994. At the time the program was the most comprehensive and data-rich rotorcraft flight test program that NASA and the Army had ever attempted. It was part of the Modern Technology Rotor Program (ref. 2), where several different rotors were to be tested in small- and full-scale wind tunnels combined with flight testing. This would allow for comparison between the various tests and comprehensive analyses. The results were to be stored in a comprehensive, easily accessed database known as Tilt Rotor Engineering Database System, TRENDS (ref. 3). With over 30 years of rotor testing experience (ref. 4), the goal of NASA and the Army was to collect a wide and extensive amount of data to improve the understanding of rotor behavior and lead to continuous improvements in modeling and simulation.

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Because of the large amounts of data acquired during this period of flight testing, the vast majority of the data has not been evaluated for data quality. For example, unsteady sensor data released and published to date have typically been for steady-state flight conditions where only one revolution of data was analyzed/published (versus the typical 20 revolutions of data archived in the database). This report documents the first attempt to quantify whether an individual sensor/channel (698 distinct channels in all), for every counter (1,078 counters), and for every research flight (32 flights), likely has acceptable data quality. This analysis was performed by processing the data using python scripts and included having a trained data analyst review the results calculated for every sensor for every counter for every flight. The purpose of this report is to make the UH-60A Airloads Flight Test data more useful to potential users of the dataset. The results of this data quality analysis are not intended to be absolute; rather the user of the database can use this information as one means to initially characterize data quality for specific sensors, counters, and flights.

DISCUSSION

To prepare for full-scale flight testing in the summer and fall of 1993, several major systems were required: a highly instrumented rotor system, a state-of-the-art data acquisition system with five times more capability than previously flown by NASA/Army researchers, and a data storage and archive system for 50 gigabits of data. In addition, plans and tests of small-scale rotor systems in the Duits Nederlandse Wind tunnel (DNW) were happening at the same time. Small-scale tests for the HARP rotor (ref. 5), B360 rotor (ref. 6), and UH-60A rotor (ref. 7) were all completed before 1990.

The full-scale testing portion of the UH-60A Airloads Flight Test Program officially started in 1984 with signing of a Task Order with Sikorsky Aircraft to design and fabricate two instrumented blades for a UH-60A aircraft. Of the major systems needed for testing, the Rotating Data Acquisition System (RDAS) turned out to be the most difficult component to develop. Building a data system that was capable of processing 7.5 megabits per second proved to be very difficult and nearly caused the cancelation of the full-scale flight program before testing began. Two years after the instrumented blades, data storage, and database software were ready for flight testing, the RDAS was working and testing began in the summer of 1993.

The amount of data collected and stored during the UH-60A Airloads Flight Test Program was always a major consideration. For a typical level flight test point the program would record 20 seconds of data, the data would then be reviewed posttest for the “best” 5 seconds of data, and those 5 seconds would be permanently stored/archived in the TRENDS database. Publishing of just 1 data counter from the over 1078 collected during the testing would take several thousand printed pages. Open publishing of the UH-60A Airloads data had not occurred for several reasons including the fact that a restricted-distribution database could give the U.S. Government and its contractors a competitive advantage over international competition. The sheer size of paper data reports also proved to be an insurmountable problem.

Description of Aircraft

The aircraft used for testing was a sixth-year production U.S. Army UH-60A Black Hawk (serial no. 83-23748) built by Sikorsky Aircraft and shown in Figure 1 during testing over the San Joaquin Valley. As stated in reference 8, the UH-60A is equipped with two General Electric T700-GE 700 turboshaft engines rated at 1553 shaft horsepower at a turbine speed of 20,900 RPM at sea level, standard day, installed. A standard UH-60A is design to transport 11 combat troops and a crew of 3. The Black Hawk has a four-blade main rotor and a four-blade tail rotor canted at 20 degrees, and a movable horizontal stabilizer. Empty weight of the aircraft is 11,673 pounds with a fuel capacity of 364 gallons. The test aircraft was identical to the aircraft used for the NASA/Army Rotor System Evaluation Phase I Test Program described in references 8 and 9, along with the dimensions and other information pertaining to the test.

Major instrumentation systems and testing capabilities were added to the baseline production UH-60A aircraft for the test program. The RDAS was added to collect all data in the rotation main rotor system, and the Airframe Data Acquisition System (ADAS) was added to collect all other data including airframe vibration. Further details on how the RDAS and ADAS worked can be found in references 10 and 11. Two research airspeed systems were added to complement the standard system (ship). The “boom system” measurements were made on a nonstandard boom added to the aircraft about 5 feet ahead of the aircraft. A low-speed data system (Lassie) was mounted on the left side of the aircraft within the rotor downwash for speeds less than 35 knots. In addition, several test conditions were flown at Naval Auxiliary Air Station (NAAS) Crows Landing, California, and those flight data points were supplemented with ground laser and radar tracking for position and speed measurement. Data from all systems were recorded and subsequently stored within the TRENDS database. Given the aircraft’s data acquisition system configuration, a signal from a single time code generator was recorded on both the RDAS and the ADAS to enable synchronization between the two data systems. An instrumentation rack was added to the rear cabin to hold the ADAS, tape recorders, and numerous other instrumentation hardware required for testing. A flight engineer station was added in the center of the cabin just aft of the pilots’ seats, and a movable ballast cart was used in the cabin to keep the center of gravity of the aircraft at a constant location during any particular flight. The ballast cart was moved aft by the flight engineer as the fuel was burned off during flight.

The rotor system pitch link and damper loads were measured along with the pitch, flap, and lag angles of all four blades. The shaft extender (bending at two different locations), XYZ hub vibrations, and stationary control were also measured. The heart of the UH-60A Airloads Flight Test Program was the pressure and strain gage–instrumented rotor blades. These blades, built by Sikorsky, were only slightly different from production blades without incurring flight restrictions. They were a little heavier and were balanced at the factory to match a set of four Government Furnished Equipment (GFE) production blades. The weight and natural frequency of each research blade were measured and documented in reference 12.



Figure 1. UH-60A with instrumented blades flying over San Joaquin Valley during the UH-60A Airloads Flight Test Program.

TRENDS Data Storage and TRENDSClient Data Extraction

UH-60A Airloads Flight Test data was digitally stored in, and originally accessible through, the TRENDS database management system (ref. 3) using a time-based format. A portion of the 20-second time history record was archived in TRENDS for every sensor. The test condition for this recording is uniquely defined by a counter designation. Each research data flight is composed of multiple counters. TRENDS was first developed in the early 1990s and has been updated and modified as the database has moved to different computer platforms and different operating systems. In 2014 a major change in the database occurred. The UH-60A Airloads Flight Test data was moved into the NASA Ames Aeromechanics Branch Wind Tunnel database server, called TRENDSClient. TRENDSClient still stores data in the time-based system but has different plotting and extraction tools than TRENDS, as well as lower cost of maintenance because of shared resources with many past wind tunnel tests and long-term stability caused by changing data storage approaches. TRENDSClient is a Java-based network application that provides data in various formats and allows users to download data to their computer for further processing and analysis, and connects and communicates with TRENDS.

DATA QUALITY ASSESSMENT APPROACH

The 698 sensors used on the UH-60A flights produced 745 unique channel identifiers and unique measurement names (mnemonic), which are listed in Appendix A and B of this report. Each of the 745 channels belongs to 1 of 12 predetermined Measurement Groups listed below. Data quality assessment was performed by creating subsets of channels within the same Measurement Groups that possess the same units and similar descriptions.

Measurement Groups	
Aircraft Parameters (15)	Miscellaneous Parameters (23)
Blade Loads (97)	Pressure Measurements (270)
Data System Parameters (71)	Rotor Accelerometers (36)
Derived Parameters (42)	Rotor Parameters (86)
Engine Parameters (14)	Test Condition Measurements (26)
Langley Parameters (35)	Vibration Parameters (30)

By creating these subsets, channels could then be compared to time history and sampling. Following a two-step process, channels were analyzed for data quality and spreadsheets were created identifying channels as good, bad, or questionable.

The RDAS data system was a complex rotor-hub-mounted system that acquired synchronized, high rate data on 10 different systems to meet the objectives of the UH-60 Airloads Flight Test Program. To ensure data quality and alignment as the data was processed and stored, and operational health of the RDAS during flights, several data channels were recorded that monitored the data system health and synchronization checks on all 10 systems. Some data was recorded redundantly on all 10 systems as a backup. Had the data processing been unable to automatically synchronize the 10 streams, this would have allowed a manual process to synchronize data acquisition streams between the 10 systems. These channels included counter Delta Time, MUXTIM, MR 1/rev, Data valid bit, Sub frame ID, and Rotor Position. It was decided that these and other channels would not be analyzed for data quality and were excluded from this assessment. Most of the channels that were not analyzed fit into the data system health and synchronization categories. Spare channels did not record any data and therefore were not analyzed. Langley Parameters were data quality measurements from the ground station at NAAS Crows Landing used to ensure the aircraft tracking system was operating properly, and they also were not included in the data quality assessment. These 101 total channels (out of the 745 recorded and stored channels in TRENDSCient) were not analyzed for data quality and are listed in Appendix B in Volume II of this report.

Data Quality Assessment Process: Step 1

To determine quality of the data, first the data for each Measurement Group was extracted using TRENDSCient. Then for each given flight and counter the data was run through a Python code, which assessed data quality for all the data archived for that sensor. The data quality assessment identified four outcomes: no data, flat line data, out-of-range data, and acceptable data.

Pressure transducers for the UH-60A Airloads Flight Test Program were each calibrated over a range of 2 to 18 psia (ref. 13). For the Pressure Measurements Group, any mean that was out of this range was noted as “bad” in Step 1. It is important to note that the out-of-range data criteria was invoked only for the Pressure Measurements Group. All other measurements did not have automated out-of-range criteria. It was up to the data analyst in Step 2 to subjectively identify out-of-range data.

- No data: No discernable data stored in TRENDSClient for this specific measurement/counter/flight number.
- Flat line data: No discernable time variation in the stored time history for a known-to-be time varying measurement or sensor.
- Out-of-range data: One or more digital values in the stored time history (for pressure measurements only as discussed above) exceeded minimum and maximum prescribed values, i.e., out of range.
- Acceptable data: If the measurement passed these first three outcomes, the data was initially identified as acceptable but subject to further data analyst evaluation in the Step 2 mean and half-peak-to-peak assessment.

If the data fell into the first three outcomes—no data, flat line data, or out-of-range data—it was filtered out and documented in a Filter Report for each flight as an intermediate bookkeeping step. For this intermediate step, if the data was not acceptable, it was identified in one of two categories:

- No data: Data was absent from TRENDSClient database.
- F/Bad: Had one of the following problems with the data: flat lines (HPP=0), range issues (mean value significantly different from similar sensors), or noise (HPP significantly different from similar sensors), determined by the quality code.

If the results from Step 1 were “acceptable data” then those measurements were processed into the mean and half-peak-to-peak plots discussed next.

Mean and Half-Peak-to-Peak Plots

Once the data was run through the Python script, the mean and half-peak-to-peak values were calculated for each channel of acceptable data, within each Measurement Group. Subgroups of channels of similar sensors and measurements within the same Measurement Group were analyzed. In total, 129 Subgroups were analyzed. The number of measurements in a Subgroup varied depending on the Measurement Group and the type of measurement. The minimum number of measurements in a Subgroup was 1 and the maximum number of measurements in a Subgroup was 18, with the majority averaging between 4 to 10 measurements (see Appendix A).

Mean and half-peak-to-peak values for each Subgroup were plotted on an x-y plot with all the counters of a single flight in increasing order on the horizontal axis and the engineering unit data on the vertical axis. This resulted in approximately 120 separate plots for each of the 32 flights of the UH-60A Airloads Flight Test Program data set. These mean and half-peak-to-peak plots for each Subgroup and each flight are presented in Appendix C and discussed below for Flight 81.

Data Quality Assessment Process: Step 2

The second step was the data quality analysis performed by a single data analyst. The analyst visually inspected each Subgroup plot (mean and half-peak-to-peak) generated for each flight. The analyst looked for consistency and correlation between all measurements within a particular Subgroup throughout a given flight, keeping in mind that flight conditions for each counter within a given flight could be significantly different. This is shown in Figure 2 for the Subgroup RP13 in the Rotor Parameters Measurement Group. Appendix A lists the measurements as tail rotor shaft torque #2 (QTR2), tail rotor shaft torque #3 (QTR3), tail rotor torque A (QTRA), and tail rotor torque B (QTRB). These four parameters are representative of how similar measurements within a Measurement Group were assigned to the same Subgroup since the mean and half-peak-to-peak values track each other from counter to counter within a given flight in a consistent manner. It is noted that the mean values all trend together for every counter whereas the half-peak-to-peak values of QTR2 and QTRA track together and the values of QTR3 and QTRB track together in a completely consistent manner.

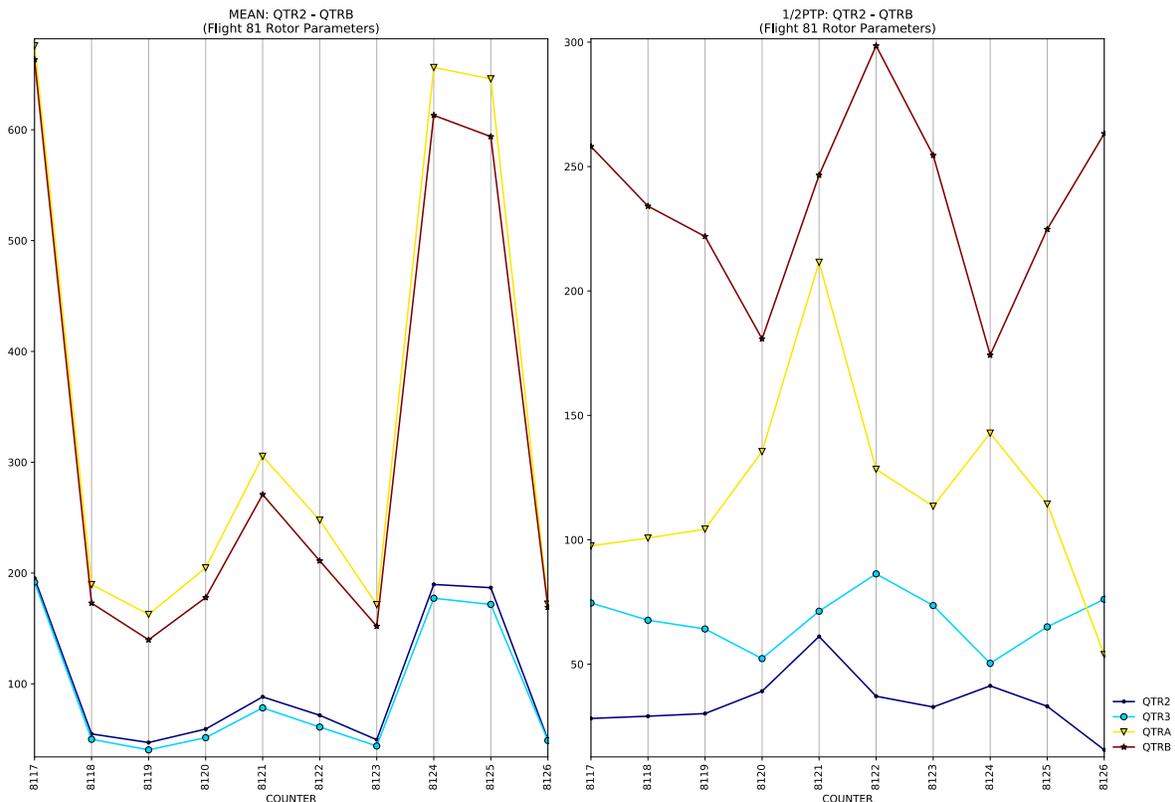


Figure 2. Plot of Rotor Parameters Subgroup RP13 for Flight 81.

Figure 2 shows that neither plot creates a concern for any of the four measurements for Flight 81 since both the mean and half-peak-to-peak values change with each counter in a consistent way relative to each other, independent of the actual counter or test condition. Such an approach allowed for very efficient evaluation by the data quality analyst beyond the simple Filter Report of the automated Step 1. The challenge was reviewing approximately 120 plots for each flight. However, by having just one analyst judge each plot, the same subjective judgment was consistently applied across the entire UH-60A Airloads Flight database. Volume II of this report provides all the plots for all the Subgroups for all the flights. This will allow anyone to investigate the judgment the analyst used for this report or to create their own subjective criteria for data quality for their use of the database.

The approach used in this report requires that the plots of mean and half-peak-to-peak Subgroups have sufficient resolution of the vertical axis to provide acceptable definition for use by the data analyst. If any channel in the Subgroup for a counter in a given flight had an extraneous excessive magnitude, the self-scaling of the vertical axis would defeat the ability of the analyst to judge data quality for all the other channels within the Subgroup of measurements. Therefore, a capability was developed to remove any channel with excessive data magnitudes from the initial plot so that a second plot could be created with an expanded vertical axis to display the data with accuracy for the analyst's review. Once this process was completed, the two plots were prepared and placed vertically next to each other—the top plot with the large vertical axis capturing all the measurements in the Subgroup and the bottom plot with an expanded vertical axis range.

A representative example of this situation is shown in Figure 3 for Measurement Group Aircraft Parameters, Subgroup AP1, Flight 81 (see Appendix A). The parameters in the Subgroup are ALPHA, BETA, STABLR, and TRIP. In this case the half-peak-to-peak values of ALPHA and BETA become quite large for the final counter, Counter 8126 of Flight 81. Yet the data analyst can see from the mean plot that the ALPHA and BETA measurements have tracked each other as the horizontal stabilizer position has transitioned to the hover angle in Counters 8125 and 8126. Since ALPHA and BETA are aerodynamic measurements with meaning only in translational flight, the large half-peak-to-peak measurements of Counter 8126 are in fact reasonable. For Subgroup AP1, all four measurement parameters are deemed acceptable under Step 2 by the data analyst and reported as such in Table 1 herein.

As described previously and shown in Volume II, plots from each Subgroup of measurements (approximately 120 plots per flight) for each flight (32 total flights) were prepared and carefully reviewed and analyzed by the same data analyst who identified the data quality ratings assigned to each measurement for each counter and each flight.

Each measurement's mean and half-peak-to-peak value within the Subgroup for each counter of a specific flight were evaluated and characterized. A single measurement quality rating was then assigned to that measurement for that counter and flight: Good, Questionable (?), or Bad.

- Good: Data quality is good, there is no apparent problem with the data.
- Questionable (?): Data quality is neither definitely good nor bad (uncertain).
- Bad: Data determined by the analyst to have problems similar to those of the F/Bad data.

Figure 2 shows an example of data in Flight 81 categorized under Rotor Parameters that were all given a measurement quality rating of “good.” There were no flat lines, missing measurements, out-of-range or excessive data, nor inconsistent behavior with other measurements in the same Subgroup, thus indicating there was no problem with any of the four measurements in this particular Subgroup within the Rotor Parameters Measurement Group for Flight 81.

Figure 3 shows an example of data from Flight 81 categorized under Aircraft Parameters that were also all given a measurement quality rating of “good” despite a very large excessive value for two of the measurements for Counter 8126. The usefulness of plotting means and half-peak-to-peak values for assessment by the data analyst is demonstrated in this instance.

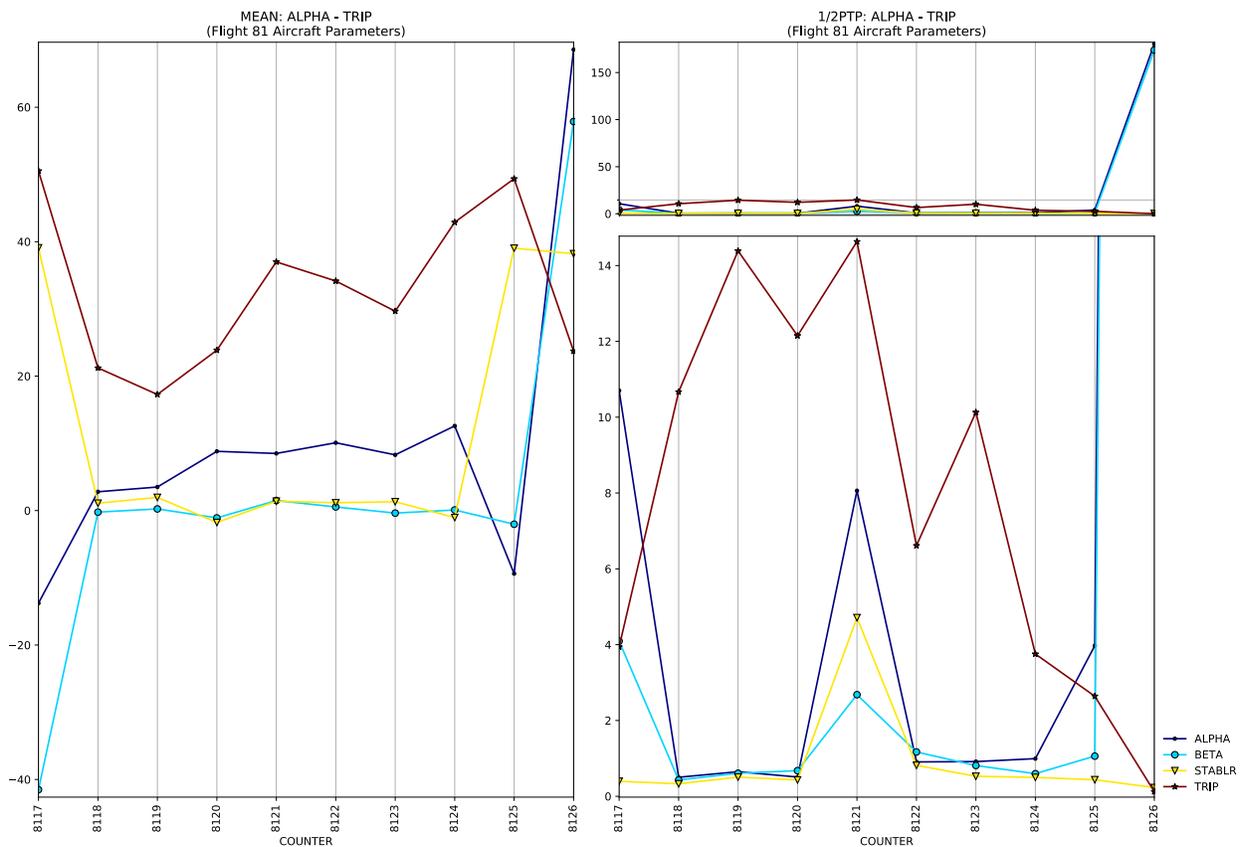


Figure 3. Plot of Aircraft Parameters in Subgroup AP1 for Flight 81.

FINAL RESULTS

Combining the results of Step 1 and Step 2 allowed for the creation of Quality Assessment Tables 1 through 4 herein identifying the data quality ratings for each measurement analyzed for each flight. These four tables represent the culmination of the data quality assessment of the UH-60A Airloads Flight Test Program performed in this report: Table 1. Flights 81 to 90; Table 2. Flights 91 to 98; Table 3. Flights 99 to 107; and Table 4. Flights 108 to 116. Volume II of this report includes the Quality Assessment Tables; Appendix A and Appendix B, which list all channels analyzed and those not analyzed; and all of the plots for each flight (over 100 plots per flight) used to make the quality assessments.

CLOSING REMARKS

The intent of this data quality assessment was to provide some initial guidance and judgment as to what measurements can be readily used from the UH-60A Airloads Flight Test Program database. Likewise, measurements identified as “questionable” can be further assessed by future researchers through detailed use and interrogation of the database. The results of this data quality assessment are intended to facilitate the use of the database, given its complexity and extremely large size.

This project, executed over many years, has advanced the efforts to analyze and organize the data from the UH-60A Airloads Flight Test Program. A two-step process was used to perform a quality analysis on the data. All the measurements undergoing the data quality assessment (644 of 745) are listed in Appendix A. Those measurements not undergoing the data quality assessment (101 of 745) are described in this report and are listed in Appendix B.

A two-step data quality assessment was performed for all the UH-60A Airloads Flight Test measurements listed in Appendix A. Step 1 removed and documented the types of poor data that are easiest to detect in an automated fashion.

In Step 2, the use of Measurement Groups and Subgroups allowed for efficient evaluation of mean and half-peak-to-peak values for every measurement being analyzed using plots in a user-friendly format, within a range that made it easy to interpret data quality. Since Step 2 involved data analyst subjectivity, one analyst interpreted and judged every measurement in every plot for every counter of every flight. The intent was to have a consistently interpreted data quality assessment. Future users of the database are welcome to use any additional or alternative approach to data quality assessments. From the outset, this study was performed to provide documented and consistent judgement for data quality for every measurement for every counter of every flight in the UH-60A Airloads Flight Test Program database.

The results of this assessment are documented in the Quality Assessment Tables of this report for all measurements in all counters in all flights of the UH-60A Airloads Flight Test Program. Each measurement is characterized in the Quality Assessment Tables in the following manner.

Good: Data quality is good, there is no problem with the data.

Questionable (?): Uncertain data quality measurement.

F/Bad: Bad measurement as determined in the automated process of Step 1.

Bad: Bad measurement as determined in the judgement of the data analyst in Step 2 and should not be used without further evaluation.

Skip: Data was not analyzed for these channels.

All the plots used in Step 2 are presented in Volume II of this report to enable independent further assessment of each and every measurement.

At the time of publishing this report, the UH-60A Airloads Flight Test Program database has existed for 25 years and has been used by hundreds of researchers yet only a small portion of the entire dataset has been reviewed, either in an automated fashion or by a qualified data analyst. As such, the work reported herein may never again be attempted in its totality until machine learning or other technologies provide results better than those presented. Until that day, many users of the UH-60A Airloads Flight Test Program will benefit from the efforts of the numerous contributors to this report recognized in the Acknowledgment section, as well as those inadvertently and unfortunately overlooked.

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QUALITY ASSESSMENT TABLES

Table 1. Flights 81-90

Channels	81	82	83	84	85	88	89	90		
Aircraft Parameter	ALPHA	GOOD								
	BETA	GOOD								
	STABLR	GOOD								
	TRIP	GOOD								
	CART	GOOD								
	COLLSTK	GOOD								
	DMIXA	GOOD								
	DMIXE	GOOD								
	DMIXR	GOOD								
	PSAFT	?	GOOD	GOOD	GOOD	?	GOOD	?	?	
	PSFWD	GOOD								
	PSLAT	NO DATA								
	SASA	GOOD								
	SASE	GOOD								
	SASR	GOOD								
	Blade Loads	BE01	GOOD	GOOD						
		BE50	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
BN01		F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	BAD	BAD	
BN70		GOOD	GOOD	BAD	BAD	BAD	BAD	BAD	BAD	
BR60		NO DATA	BAD	?	BAD					
SE01		GOOD								
SE20		GOOD								
SE30		GOOD								
SE40		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	
SE50		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	
SE60		GOOD								
SE70		GOOD	F/BAD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD	
SE80		GOOD	GOOD	GOOD	GOOD	?	F/BAD	F/BAD	BAD	
SE01_TS		GOOD								
SE20_TS		GOOD								
SE30_TS		GOOD								
SE40_TS		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	
SE50_TS		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	
SE60_TS		GOOD								
SE70_TS		GOOD	F/BAD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD	
SE80_TS		GOOD	GOOD	GOOD	GOOD	?	F/BAD	F/BAD	BAD	
SN01		GOOD								
SN20		GOOD								
SN30		GOOD								
SN40		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	
SN50		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	BAD	
SN60		GOOD								
SN70		GOOD								
SN80		GOOD	GOOD	GOOD	F/BAD	BAD	F/BAD	F/BAD	F/BAD	
SN90		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	
SN01_TS		GOOD								
SN20_TS		GOOD								
SN30_TS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		
SN40_TS	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD		

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
SN50_TS	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	BAD
SN60_TS	GOOD							
SN70_TS	GOOD							
SN80_TS	GOOD	GOOD	GOOD	F/BAD	BAD	F/BAD	F/BAD	F/BAD
SN90_TS	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD
ST30	GOOD							
ST50	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD
ST70	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD
ST90	GOOD							
ST30_TS	GOOD							
ST50_TS	GOOD	GOOD	GOOD	?	?	GOOD	GOOD	GOOD
ST70_TS	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD
ST90_TS	GOOD							
T101	GOOD							
T103	GOOD							
T105	GOOD							
T110	GOOD							
T113	GOOD							
T151	GOOD							
T153	GOOD							
T155	GOOD							
T160	GOOD							
T163	GOOD							
T201	GOOD							
T203	GOOD							
T205	GOOD							
T210	GOOD							
T213	GOOD							
T251	GOOD							
T253	GOOD							
T255	GOOD							
T260	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD
T263	?	?	?	?	?	F/BAD	F/BAD	BAD
T401	GOOD							
T403	GOOD							
T405	GOOD							
T410	?	?	?	?	?	?	?	?
T413	GOOD							
T451	F/BAD							
T453	GOOD							
T455	GOOD							
T460	GOOD							
T463	GOOD							
T601	GOOD							
T603	GOOD							
T605	GOOD							
T610	GOOD							
T613	GOOD							
T651	F/BAD	GOOD						
T653	F/BAD	GOOD						

Blade Loads

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90	
Blade Loads	T655	F/BAD	GOOD						
	T660	GOOD							
	T663	GOOD							
	T801	GOOD							
	T803	GOOD							
	T805	GOOD							
	T810	GOOD							
	T813	GOOD							
	T851	?	GOOD						
	T853	GOOD							
	T855	GOOD							
	T860	GOOD							
	T863	GOOD							
	Derived Parameters	AA	GOOD						
AMU		GOOD							
AXCGC		GOOD							
AYCGC		GOOD							
AZCGC		GOOD	?	?	?	?	?	?	?
CP		GOOD							
CT		GOOD							
CTTR		NO DATA	GOOD						
DELSTAB		NO DATA	GOOD						
HDG TRU		NO DATA							
DELTAB		GOOD							
SIGMAB		GOOD							
THETA		GOOD							
EQ1C		NO DATA	GOOD						
EQ2C		NO DATA	GOOD						
FSCG		NO DATA	GOOD						
GW		GOOD							
H3DP		GOOD							
HDB		GOOD							
HPB		GOOD							
HPS		GOOD							
LSSXC		GOOD	GOOD	NO DATA					
LSSYC		GOOD	GOOD	NO DATA					
MTIP		GOOD							
RHO		GOOD							
SHP1		GOOD							
SHP2		GOOD							
SHPLOSS		NO DATA	GOOD						
SHPMR		GOOD							
SHPROTOR		NO DATA	GOOD						
SHPT		GOOD							
SHPTR		GOOD							
UBODYBC		GOOD							
VBODYBC		GOOD							
WBODYBC		GOOD							
VCALB		GOOD							
VCALS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
VICB	GOOD							
VICS	NO DATA							
VT	GOOD							
VTB	GOOD							
VTS	NO DATA	GOOD						
EF06	GOOD							
EG01	F/BAD	GOOD						
EG02	F/BAD	GOOD						
EP01	F/BAD	GOOD						
EP02	GOOD							
FCTS1	GOOD							
FCTS2	GOOD							
FCTSAPU	F/BAD	BAD	F/BAD	BAD	F/BAD	BAD	F/BAD	F/BAD
MGT1	GOOD							
MGT2	GOOD							
QEIC1	GOOD							
QEIC2	GOOD							
WFVOL1	GOOD							
WFVOL2	GOOD							
ADASTIME	SKIP							
ATTL	NO DATA							
ATTR	NO DATA							
AZ	NO DATA							
EL	NO DATA							
ETTL	NO DATA							
ETTR	NO DATA							
GOESTIME	SKIP							
HUMID	NO DATA							
LASVAL	SKIP							
PRESS	NO DATA							
PRIME	SKIP							
PRIMEBIT	SKIP							
RANGE	NO DATA							
RDSTAT	SKIP							
RTTL	NO DATA							
RTTR	NO DATA							
RUNNO	SKIP							
TEMP	NO DATA							
TMALPHA	NO DATA							
TMBETA	NO DATA							
TMPHI	NO DATA							
TMPSI	NO DATA							
TMTHETA	NO DATA							
WINDDR	NO DATA							
WINDSP	NO DATA							
XLASER	NO DATA							
XLDOT	NO DATA							
XRADAR	NO DATA							
YLASER	NO DATA							
YLDOT	NO DATA							

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
YRADAR	NO DATA							
ZLASER	NO DATA							
ZLDOT	NO DATA							
ZRADAR	NO DATA							
CC1	GOOD							
CC2	GOOD							
CC3	GOOD							
CC4	GOOD							
CC5	GOOD							
CC6	GOOD							
CC7	GOOD							
CC8	GOOD	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
CC9	GOOD							
CM1	GOOD							
CM2	GOOD							
CM3	GOOD							
CM4	GOOD							
CM5	GOOD							
CM6	GOOD							
CM7	GOOD							
CM8	GOOD	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
CM9	GOOD							
CN1	GOOD							
CN2	GOOD							
CN3	GOOD							
CN4	GOOD							
CN5	GOOD							
CN6	GOOD							
CN7	GOOD							
CN8	GOOD	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
CN9	GOOD							
P101	GOOD							
P103	GOOD							
P105	GOOD							
P106	GOOD							
P107	GOOD							
P108	GOOD							
P110	GOOD	F/BAD	F/BAD	GOOD	GOOD	F/BAD	F/BAD	F/BAD
P113	GOOD							
P114	GOOD							
P115	GOOD							
P151	GOOD							
P153	GOOD							
P155	GOOD							
P156	?	?	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P157	GOOD							
P158	GOOD							
P160	GOOD							
P163	GOOD							
P164	GOOD							

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
P165	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P201	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P203	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P205	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD	GOOD
P206	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P207	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P208	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P210	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P213	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P214	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P215	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P251	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P253	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P255	GOOD	GOOD	GOOD	GOOD	GOOD	?	?	?
P256	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P257	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P258	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P260	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD
P263	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD
P264	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	?	F/BAD
P265	?	?	?	F/BAD	F/BAD	F/BAD	?	F/BAD
P301	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P303	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P305	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P306	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P307	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P308	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P310	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P313	F/BAD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P314	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P315	GOOD	GOOD	GOOD	?	GOOD	F/BAD	F/BAD	F/BAD
P351	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P353	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P355	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P356	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P357	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P358	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P360	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P363	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P364	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P365	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P401	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P403	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P405	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P406	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P407	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P408	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P410	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P413	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P414	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

Pressure Measurements

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
P415	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P421	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P423	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P431	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P433	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P451	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P453	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P455	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P456	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P457	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P458	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P460	?	BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	?
P463	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P464	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P465	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P473	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P483	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P501	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P502	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P503	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P504	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P505	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P506	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P507	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P508	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P510	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P513	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P514	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P515	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P522	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P523	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P532	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P533	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P551	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P552	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P553	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P554	NO DATA	GOOD	NO DATA					
P555	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P556	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P557	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P558	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P560	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P563	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P564	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P565	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P573	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P583	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P601	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P602	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P603	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
P604	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P605	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P606	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P607	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P608	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P609	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P610	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P611	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P612	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P613	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P614	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P615	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P621	NO DATA	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P623	NO DATA	GOOD	GOOD	F/BAD	F/BAD	GOOD	GOOD	GOOD
P651	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P652	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P653	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P654	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P655	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P656	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P657	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P658	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P659	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P660	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P663	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P664	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P665	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P673	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P701	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P702	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P703	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P704	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P705	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P706	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P707	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P708	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P709	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P710	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P711	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P712	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P713	GOOD	GOOD	GOOD	F/BAD	F/BAD	GOOD	GOOD	GOOD
P714	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P715	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P721	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P723	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P751	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	BAD	BAD
P752	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P753	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	BAD	BAD
P754	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P755	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD	F/BAD

Pressure Measurements

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
P756	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P757	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	BAD	BAD
P758	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P759	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P760	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P761	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P763	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P764	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P765	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P773	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P801	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P802	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P803	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P804	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P805	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P806	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P807	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P808	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P809	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P810	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P811	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P812	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P813	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P814	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P815	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P821	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P823	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P851	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P852	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P853	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P854	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P855	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P856	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P857	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P858	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P859	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P860	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P861	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P862	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P863	BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD
P864	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P865	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P873	GOOD	GOOD	GOOD	GOOD	GOOD	NO DATA	NO DATA	NO DATA
P901	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P902	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P903	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P904	F/BAD	BAD	F/BAD	F/BAD	F/BAD	BAD	BAD	BAD
P905	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P906	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P907	GOOD	GOOD	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
Pressure Measurements	P908	GOOD						
	P909	GOOD						
	P910	GOOD						
	P911	GOOD						
	P912	GOOD	GOOD	BAD	GOOD	GOOD	F/BAD	F/BAD
	P913	GOOD						
	P914	GOOD						
	P915	GOOD						
	P951	GOOD						
	P952	GOOD						
	P953	GOOD						
	P954	GOOD						
	P955	GOOD						
	P956	GOOD						
	P957	GOOD						
	P958	GOOD						
	P959	GOOD						
	P960	GOOD						
	P961	GOOD						
	P962	GOOD						
P963	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
P964	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
P965	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
Rotor Accelerometers	AE30	GOOD						
	AE50	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD
	AE70	GOOD						
	AE90	GOOD						
	AH01	GOOD						
	AH02	GOOD						
	AH03	GOOD						
	AH04	GOOD						
	AH11	GOOD	BAD	BAD	BAD	BAD	BAD	BAD
	AH12	GOOD	BAD	BAD	BAD	BAD	BAD	BAD
	AH13	F/BAD						
	AH14	GOOD	BAD	BAD	BAD	BAD	BAD	BAD
	AH0V	GOOD						
	AH0X	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
	AH0Y	GOOD						
	AH0Z	GOOD						
	AMF2	GOOD						
	AMF3	GOOD						
	AMF4	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD
	AMF5	BAD						
AN30	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN50	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN70	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN90	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN31	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN51	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN71	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
AN91	GOOD	GOOD	?	?	?	?	?	?
ARF1	GOOD							
ARF2	GOOD							
ARF3	GOOD							
ARF4	GOOD							
ATF2	?	GOOD	GOOD	GOOD	GOOD	BAD	GOOD	BAD
ATF3	GOOD							
ATF4	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD
ATF5	GOOD	GOOD	GOOD	GOOD	GOOD	BAD	GOOD	BAD
AZIMUTH	NO DATA							
AZIMUTH C	NO DATA							
BP10	GOOD							
BP20	GOOD							
BP30	GOOD							
BP40	GOOD							
BP10 TS	GOOD							
BP20 TS	GOOD							
BP30 TS	GOOD							
BP40 TS	GOOD							
FLAP1	GOOD							
FLAP2	GOOD							
FLAP3	GOOD							
FLAP4	GOOD							
FLAP1 TS	GOOD							
FLAP2 TS	GOOD							
FLAP3 TS	GOOD							
FLAP4 TS	GOOD							
LEADLAG1	GOOD							
LEADLAG2	GOOD							
LEADLAG3	GOOD							
LEADLAG4	GOOD							
LEADLAG1_TS	GOOD							
LEADLAG2_TS	GOOD							
LEADLAG3_TS	GOOD							
LEADLAG4_TS	GOOD							
MQIN	NO DATA	GOOD						
MR10	NO DATA							
MR11	NO DATA							
MR13	NO DATA							
MR14	NO DATA							
MRALSS	BAD	GOOD						
MRFLSS	GOOD							
MRLSS	GOOD							
MRSTASC	GOOD							
MREV	NO DATA							
MRFLAP1	GOOD							
MRFLAP2	GOOD							
MRFLAP3	GOOD							
MRFLAP4	GOOD							
MRFLAP1_TS	GOOD							

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
MRFLAP2_TS	GOOD							
MRFLAP3_TS	GOOD							
MRFLAP4_TS	GOOD							
MRLAG1	GOOD							
MRLAG2	GOOD							
MRLAG3	GOOD							
MRLAG4	GOOD							
MRLAG1_TS	GOOD							
MRLAG2_TS	GOOD							
MRLAG3_TS	GOOD							
MRLAG4_TS	GOOD							
MRPITCH1	BAD	GOOD						
MRPITCH2	GOOD							
MRPITCH3	GOOD							
MRPITCH4	GOOD	GOOD	GOOD	BAD	BAD	GOOD	GOOD	GOOD
MRPITCH1_TS	BAD	GOOD						
MRPITCH2_TS	GOOD							
MRPITCH3_TS	GOOD							
MRPITCH4_TS	GOOD	GOOD	GOOD	BAD	BAD	GOOD	GOOD	GOOD
MRTRAZI	NO DATA							
PITCHC1	GOOD							
PITCHC2	GOOD							
PITCHC3	GOOD							
PITCHC4	GOOD							
PITCHC1_TS	GOOD							
PITCHC2_TS	GOOD							
PITCHC3_TS	GOOD							
PITCHC4_TS	GOOD							
QTR2	GOOD							
QTR3	GOOD							
QTRA	GOOD							
QTRB	GOOD							
RL01	GOOD							
RL02	GOOD							
RL03	GOOD							
RL04	GOOD							
RL01_TS	GOOD							
RL02_TS	GOOD							
RL03_TS	GOOD							
RL04_TS	GOOD							
ROTOR1	NO DATA							
ROTOR10	SKIP							
ROTOR2	SKIP							
ROTOR3	SKIP							
ROTOR4	SKIP							
ROTOR5	SKIP							
ROTOR6	SKIP							
ROTOR7	SKIP							
ROTOR8	SKIP							
ROTOR9	SKIP							

Rotor Parameters

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
RP01	NO DATA	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
RQ10	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
RQ11	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
RQ12	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AXCG	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AYCG	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AZCG	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
H001	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
H002	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
HEADING	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LATSTK	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LONGSTK	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LSSX	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LSSY	GOOD	GOOD	?	?	?	GOOD	GOOD	GOOD
LSSZ	?	?	GOOD	?	?	?	?	?
PEDAL	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
PITCHATT	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
ROLLATT	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
PTCHACC	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
ROLLACC	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
YAWACC	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
PTCHRATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
ROLLRATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
YAWRATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
RADALT	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
RPMMR	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
T100	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
V001	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
V002	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
VR05DRPM	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC23	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC51	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC53	NO DATA	NO DATA	NO DATA	NO DATA	GOOD	GOOD	GOOD	GOOD
AC24	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC52	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC54	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC99	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF21	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF25	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF51	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF53	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF55	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF57	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF52	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF54	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF56	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF58	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AT01	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AT03	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AT07	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
AT25	GOOD							
AT55	GOOD							
AT02	GOOD							
AT08	GOOD							
AX21	GOOD							
AX23	GOOD							
AX51	GOOD							
AX53	GOOD							
AX52	GOOD							
AX54	GOOD							
ABCLOCK	SKIP							
COUNT10	SKIP							
COUNTER1	SKIP							
COUNTER2	SKIP							
COUNTER3	SKIP							
COUNTER4	SKIP							
COUNTER5	SKIP							
COUNTER6	SKIP							
COUNTER7	SKIP							
COUNTER8	SKIP							
COUNTER9	SKIP							
DMUXT	SKIP							
DTADAS	SKIP							
DTRDAS01	SKIP							
DTRDAS02	SKIP							
DTRDAS03	SKIP							
DTRDAS04	SKIP							
DTRDAS05	SKIP							
DTRDAS06	SKIP							
DTRDAS07	SKIP							
DTRDAS08	SKIP							
DTRDAS09	SKIP							
DTRDAS10	SKIP							
DTRDAS27	SKIP							
IRIGTIME	SKIP							
MUXTIM01	SKIP							
MUXTIM02	SKIP							
MUXTIM03	SKIP							
MUXTIM04	SKIP							
MUXTIM05	SKIP							
MUXTIM06	SKIP							
MUXTIM07	SKIP							
MUXTIM08	SKIP							
MUXTIM09	SKIP							
MUXTIM10	SKIP							
MUXTIME	SKIP							
RDASE0	SKIP							
RDASE1	SKIP							
RDASE2	SKIP							
RDBLIP01	SKIP							

Data System Parameters

Table 1. Flights 81-90 (cont'd)

Channels	81	82	83	84	85	88	89	90
RDBLIP02	SKIP							
RDBLIP03	SKIP							
RDBLIP04	SKIP							
RDBLIP05	SKIP							
RDBLIP06	SKIP							
RDBLIP07	SKIP							
RDBLIP08	SKIP							
RDBLIP09	SKIP							
RDBLIP10	SKIP							
RDSYNC01	SKIP							
RDSYNC02	SKIP							
RDSYNC03	SKIP							
RDSYNC04	SKIP							
RDSYNC05	SKIP							
RDSYNC06	SKIP							
RDSYNC07	SKIP							
RDSYNC08	SKIP							
RDSYNC09	SKIP							
RDSYNC10	SKIP							
RECNO	SKIP							
SFID	SKIP							
SFID1	SKIP							
SFID10	SKIP							
SFID2	SKIP							
SFID3	SKIP							
SFID4	SKIP							
SFID5	SKIP							
SFID6	SKIP							
SFID7	SKIP							
SFID8	SKIP							
SFID9	SKIP							
AF01	SKIP							
AF03	SKIP							
BL19	SKIP							
CH39	SKIP							
CH89	SKIP							
CH90	SKIP							
IMON	SKIP							
PM05	SKIP							
PM15	SKIP							
PP05	SKIP							
PP15	SKIP							
PP28	SKIP							
X2A6	SKIP							
X2A7	SKIP							

Table 2. Flights 91-98

Channels	91	92	93	94	95	96	97	98	
Aircraft Parameters	ALPHA	GOOD							
	BETA	GOOD							
	STABLR	GOOD							
	TRIP	GOOD							
	CART	GOOD							
	COLLSTK	GOOD							
	DMIXA	GOOD							
	DMIXE	GOOD							
	DMIXR	GOOD							
	PSAFT	?	?	?	GOOD	?	?	?	?
	PSFWD	GOOD							
	PSLAT	NO DATA							
	SASA	GOOD							
	SASE	GOOD							
	SASR	GOOD							
	Blade Loads	BE01	GOOD						
BE50		F/BAD							
BN01		BAD	F/BAD	BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD
BN70		BAD							
BR60		?	NO DATA	?	NO DATA	BAD	NO DATA	NO DATA	?
SE01		GOOD							
SE20		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	GOOD	GOOD
SE30		GOOD	GOOD	GOOD	BAD	BAD	F/BAD	GOOD	BAD
SE40		BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	F/BAD
SE50		F/BAD							
SE60		GOOD	GOOD	GOOD	GOOD	GOOD	BAD	GOOD	GOOD
SE70		GOOD	GOOD	GOOD	GOOD	GOOD	BAD	GOOD	GOOD
SE80		BAD	BAD	F/BAD	BAD	BAD	F/BAD	BAD	BAD
SE01_TS		GOOD							
SE20_TS		GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	GOOD	GOOD
SE30_TS		GOOD	GOOD	GOOD	BAD	BAD	F/BAD	GOOD	BAD
SE40_TS		BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	F/BAD
SE50_TS		F/BAD							
SE60_TS		GOOD	GOOD	GOOD	GOOD	GOOD	BAD	GOOD	GOOD
SE70_TS		GOOD	GOOD	GOOD	GOOD	GOOD	BAD	GOOD	GOOD
SE80_TS		BAD	BAD	F/BAD	BAD	BAD	F/BAD	BAD	BAD
SN01		GOOD							
SN20		GOOD							
SN30		GOOD							
SN40		BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	?
SN50		BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	?
SN60		GOOD							
SN70		GOOD							
SN80		BAD	F/BAD						
SN90		BAD	F/BAD	BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD
SN01_TS		GOOD							
SN20_TS		GOOD							
SN30_TS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
SN40_TS	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	?	
SN50_TS	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	?	

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
SN60_TS	GOOD							
SN70_TS	GOOD							
SN80_TS	BAD	F/BAD						
SN90_TS	BAD	F/BAD	BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD
ST30	GOOD							
ST50	GOOD							
ST70	GOOD							
ST90	GOOD							
ST30_TS	GOOD							
ST50_TS	GOOD							
ST70_TS	GOOD							
ST90_TS	GOOD							
T101	GOOD							
T103	GOOD							
T105	GOOD							
T110	GOOD							
T113	GOOD							
T151	GOOD							
T153	GOOD							
T155	GOOD							
T160	GOOD							
T163	GOOD							
T201	GOOD							
T203	GOOD							
T205	GOOD							
T210	GOOD							
T213	GOOD							
T251	GOOD							
T253	GOOD							
T255	GOOD							
T260	GOOD							
T263	GOOD							
T401	GOOD							
T403	GOOD							
T405	GOOD							
T410	?	?	GOOD	GOOD	?	?	?	GOOD
T413	GOOD							
T451	F/BAD							
T453	GOOD							
T455	GOOD							
T460	GOOD							
T463	GOOD							
T601	GOOD							
T603	GOOD							
T605	GOOD							
T610	GOOD							
T613	GOOD							
T651	GOOD							
T653	GOOD							
T655	GOOD							

Blade Loads

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98	
Blade Loads	T660	GOOD							
	T663	GOOD							
	T801	GOOD							
	T803	GOOD							
	T805	GOOD							
	T810	GOOD							
	T813	GOOD							
	T851	F/BAD	F/BAD	F/BAD	F/BAD	BAD	F/BAD	F/BAD	
	T853	GOOD							
	T855	GOOD							
	T860	GOOD							
	T863	GOOD							
	Derived Parameters	AA	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
		AMU	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AXCGC		GOOD							
AYCGC		GOOD							
AZCGC		?	?	?	?	?	?	?	
CP		GOOD							
CT		GOOD							
CTTR		GOOD							
DELSTAB		GOOD							
HDG TRU		NO DATA							
DELTAB		GOOD							
SIGMAB		GOOD							
THETA		GOOD							
EQ1C		GOOD							
EQ2C		GOOD							
FSCG		GOOD							
GW		GOOD							
H3DP		GOOD							
HDB		GOOD							
HPB		GOOD							
HPS		GOOD							
LSSXC		NO DATA							
LSSYC		NO DATA							
MTIP		GOOD							
RHO		GOOD							
SHP1		GOOD							
SHP2		GOOD							
SHPLOSS		GOOD							
SHPMR		GOOD							
SHPROTOR		GOOD							
SHPT		GOOD							
SHPTR		GOOD							
UBODYBC		GOOD							
VBODYBC		GOOD							
WBODYBC		GOOD							
VCALB		GOOD							
VCALS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		
VICB	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
VICS	NO DATA							
VT	GOOD							
VTB	GOOD							
VTS	GOOD							
EF06	GOOD							
EG01	GOOD							
EG02	GOOD							
EP01	GOOD							
EP02	GOOD							
FCTS1	GOOD							
FCTS2	GOOD							
FCTSAPU	F/BAD	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
MGT1	GOOD							
MGT2	GOOD							
QEIC1	GOOD							
QEIC2	GOOD							
WFVOL1	GOOD							
WFVOL2	GOOD							
ADASTIME	SKIP							
ATTL	NO DATA							
ATTR	NO DATA							
AZ	NO DATA							
EL	NO DATA							
ETTL	NO DATA							
ETTR	NO DATA							
GOESTIME	SKIP							
HUMID	NO DATA							
LASVAL	SKIP							
PRESS	NO DATA							
PRIME	SKIP							
PRIMEBIT	SKIP							
RANGE	NO DATA							
RDSTAT	SKIP							
RTTL	NO DATA							
RTTR	NO DATA							
RUNNO	SKIP							
TEMP	NO DATA							
TMALPHA	NO DATA							
TMBETA	NO DATA							
TMPHI	NO DATA							
TMPSI	NO DATA							
TMTHETA	NO DATA							
WINDDR	NO DATA							
WINDSP	NO DATA							
XLASER	NO DATA							
XLDOT	NO DATA							
XRADAR	NO DATA							
YLASER	NO DATA							
YLDOT	NO DATA							
YRADAR	NO DATA							

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
ZLASER	NO DATA							
ZLDOT	NO DATA							
ZRADAR	NO DATA							
CC1	GOOD							
CC2	GOOD							
CC3	GOOD							
CC4	GOOD							
CC5	GOOD							
CC6	GOOD							
CC7	GOOD							
CC8	GOOD							
CC9	GOOD							
CM1	GOOD							
CM2	GOOD							
CM3	GOOD							
CM4	GOOD							
CM5	GOOD							
CM6	GOOD							
CM7	GOOD							
CM8	GOOD							
CM9	GOOD							
CN1	GOOD							
CN2	GOOD							
CN3	GOOD							
CN4	GOOD							
CN5	GOOD							
CN6	GOOD							
CN7	GOOD							
CN8	GOOD							
CN9	GOOD							
P101	GOOD							
P103	GOOD							
P105	GOOD							
P106	GOOD							
P107	GOOD							
P108	GOOD							
P110	F/BAD							
P113	GOOD							
P114	GOOD							
P115	GOOD							
P151	GOOD							
P153	GOOD							
P155	GOOD							
P156	F/BAD							
P157	GOOD							
P158	GOOD							
P160	GOOD							
P163	GOOD							
P164	GOOD							
P165	GOOD							

Pressure Measurements

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
P201	GOOD							
P203	GOOD							
P205	GOOD							
P206	GOOD							
P207	GOOD							
P208	GOOD							
P210	GOOD							
P213	GOOD							
P214	GOOD							
P215	GOOD							
P251	GOOD							
P253	GOOD							
P255	?	?	?	?	?	?	?	?
P256	GOOD							
P257	GOOD							
P258	GOOD							
P260	GOOD							
P263	GOOD							
P264	GOOD							
P265	GOOD							
P301	GOOD							
P303	GOOD							
P305	GOOD							
P306	GOOD							
P307	GOOD							
P308	GOOD							
P310	GOOD							
P313	F/BAD							
P314	GOOD							
P315	GOOD	?	?	?	?	GOOD	?	GOOD
P351	GOOD							
P353	GOOD							
P355	GOOD							
P356	GOOD							
P357	GOOD							
P358	GOOD							
P360	GOOD							
P363	GOOD							
P364	GOOD							
P365	GOOD							
P401	GOOD							
P403	GOOD							
P405	GOOD							
P406	GOOD							
P407	GOOD							
P408	GOOD							
P410	GOOD							
P413	GOOD							
P414	GOOD							
P415	GOOD							

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
P421	GOOD							
P423	GOOD							
P431	GOOD							
P433	GOOD							
P451	GOOD							
P453	GOOD							
P455	GOOD							
P456	GOOD							
P457	GOOD							
P458	GOOD							
P460	F/BAD	GOOD	F/BAD	GOOD	F/BAD	F/BAD	?	F/BAD
P463	GOOD							
P464	GOOD							
P465	GOOD							
P473	GOOD							
P483	GOOD							
P501	GOOD	GOOD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P502	GOOD							
P503	GOOD							
P504	GOOD							
P505	GOOD							
P506	GOOD							
P507	GOOD							
P508	GOOD							
P510	GOOD							
P513	GOOD							
P514	GOOD							
P515	GOOD							
P522	GOOD							
P523	GOOD							
P532	GOOD							
P533	GOOD							
P551	GOOD							
P552	GOOD							
P553	GOOD							
P554	NO DATA							
P555	GOOD							
P556	GOOD							
P557	GOOD							
P558	GOOD							
P560	GOOD							
P563	GOOD							
P564	GOOD							
P565	GOOD							
P573	GOOD							
P583	GOOD							
P601	GOOD							
P602	GOOD							
P603	GOOD							
P604	GOOD							

Pressure Measurements

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
P605	F/BAD							
P606	GOOD							
P607	GOOD							
P608	GOOD							
P609	GOOD							
P610	GOOD							
P611	GOOD							
P612	GOOD							
P613	GOOD							
P614	GOOD							
P615	GOOD							
P621	GOOD							
P623	GOOD							
P651	GOOD							
P652	GOOD							
P653	GOOD							
P654	GOOD							
P655	GOOD							
P656	GOOD							
P657	GOOD							
P658	GOOD							
P659	GOOD							
P660	GOOD							
P663	GOOD							
P664	GOOD							
P665	GOOD							
P673	GOOD							
P701	GOOD							
P702	GOOD							
P703	GOOD							
P704	GOOD							
P705	GOOD							
P706	GOOD							
P707	GOOD							
P708	GOOD							
P709	GOOD							
P710	GOOD							
P711	GOOD							
P712	GOOD							
P713	GOOD							
P714	GOOD							
P715	GOOD							
P721	GOOD							
P723	GOOD							
P751	F/BAD							
P752	GOOD							
P753	F/BAD	F/BAD	F/BAD	?	F/BAD	F/BAD	F/BAD	F/BAD
P754	GOOD							
P755	F/BAD							
P756	GOOD							

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
P757	?	GOOD	GOOD	GOOD	GOOD	?	GOOD	?
P758	GOOD							
P759	GOOD							
P760	GOOD							
P761	GOOD							
P763	GOOD							
P764	GOOD							
P765	GOOD							
P773	GOOD							
P801	GOOD							
P802	GOOD							
P803	GOOD							
P804	GOOD							
P805	GOOD							
P806	GOOD							
P807	GOOD							
P808	F/BAD	F/BAD	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD
P809	GOOD							
P810	GOOD							
P811	GOOD							
P812	GOOD							
P813	GOOD							
P814	GOOD							
P815	GOOD							
P821	GOOD							
P823	GOOD							
P851	BAD	BAD	BAD	BAD	BAD	GOOD	BAD	BAD
P852	GOOD							
P853	GOOD							
P854	GOOD							
P855	GOOD							
P856	GOOD							
P857	GOOD							
P858	GOOD							
P859	GOOD							
P860	GOOD							
P861	GOOD							
P862	GOOD							
P863	GOOD							
P864	GOOD							
P865	GOOD							
P873	GOOD	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P901	GOOD							
P902	GOOD							
P903	GOOD							
P904	F/BAD							
P905	GOOD							
P906	GOOD							
P907	GOOD							
P908	GOOD							

Pressure Measurements

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
Pressure Measurements	P909	GOOD						
	P910	GOOD						
	P911	GOOD						
	P912	GOOD						
	P913	GOOD						
	P914	GOOD						
	P915	GOOD						
	P951	GOOD						
	P952	GOOD						
	P953	GOOD						
	P954	GOOD						
	P955	GOOD						
	P956	GOOD						
	P957	GOOD						
	P958	GOOD						
	P959	GOOD						
	P960	GOOD						
	P961	GOOD						
	P962	GOOD						
	P963	GOOD						
P964	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
P965	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
Rotor Accelerometers	AE30	F/BAD	GOOD	GOOD	GOOD	BAD	BAD	F/BAD
	AE50	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD
	AE70	GOOD						
	AE90	GOOD						
	AH01	GOOD						
	AH02	GOOD						
	AH03	GOOD						
	AH04	F/BAD						
	AH11	BAD						
	AH12	BAD						
	AH13	F/BAD						
	AH14	BAD						
	AH0V	GOOD						
	AH0X	GOOD						
	AH0Y	GOOD						
	AH0Z	GOOD						
	AMF2	GOOD						
	AMF3	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	F/BAD
	AMF4	GOOD						
	AMF5	BAD						
AN30	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN50	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN70	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN90	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN31	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN51	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN71	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
AN91	BAD	GOOD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
ARF1	GOOD							
ARF2	GOOD							
ARF3	GOOD							
ARF4	GOOD							
ATF2	BAD							
ATF3	GOOD							
ATF4	F/BAD	F/BAD	F/BAD	BAD	F/BAD	F/BAD	F/BAD	NO DATA
ATF5	BAD							
AZIMUTH	NO DATA							
AZIMUTH C	NO DATA							
BP10	GOOD							
BP20	GOOD							
BP30	GOOD							
BP40	GOOD							
BP10 TS	GOOD							
BP20 TS	GOOD							
BP30 TS	GOOD							
BP40 TS	GOOD							
FLAP1	GOOD							
FLAP2	GOOD							
FLAP3	GOOD							
FLAP4	GOOD							
FLAP1 TS	GOOD							
FLAP2 TS	GOOD							
FLAP3 TS	GOOD							
FLAP4 TS	GOOD							
LEADLAG1	GOOD							
LEADLAG2	GOOD							
LEADLAG3	GOOD							
LEADLAG4	GOOD							
LEADLAG1_TS	GOOD							
LEADLAG2_TS	GOOD							
LEADLAG3_TS	GOOD							
LEADLAG4_TS	GOOD							
MQIN	GOOD							
MR10	NO DATA							
MR11	NO DATA							
MR13	NO DATA							
MR14	NO DATA							
MRALSS	GOOD							
MRFLSS	GOOD							
MRLSS	GOOD							
MRSTASC	GOOD							
MREV	NO DATA							
MRFLAP1	GOOD							
MRFLAP2	GOOD							
MRFLAP3	?	GOOD						
MRFLAP4	GOOD							
MRFLAP1_TS	GOOD							
MRFLAP2_TS	GOOD							

Rotor Parameters

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
MRFLAP3_TS	?	GOOD						
MRFLAP4_TS	GOOD							
MRLAG1	GOOD							
MRLAG2	GOOD							
MRLAG3	GOOD							
MRLAG4	GOOD							
MRLAG1_TS	GOOD							
MRLAG2_TS	GOOD							
MRLAG3_TS	GOOD							
MRLAG4_TS	GOOD							
MRPITCH1	GOOD							
MRPITCH2	GOOD							
MRPITCH3	GOOD	GOOD	GOOD	GOOD	GOOD	BAD	BAD	BAD
MRPITCH4	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD	?
MRPITCH1_TS	GOOD							
MRPITCH2_TS	GOOD							
MRPITCH3_TS	GOOD	GOOD	GOOD	GOOD	GOOD	BAD	BAD	BAD
MRPITCH4_TS	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD	?
MRTRAZI	NO DATA							
PITCHC1	GOOD							
PITCHC2	GOOD							
PITCHC3	GOOD							
PITCHC4	GOOD							
PITCHC1_TS	GOOD							
PITCHC2_TS	GOOD							
PITCHC3_TS	GOOD							
PITCHC4_TS	GOOD							
QTR2	GOOD							
QTR3	GOOD							
QTRA	GOOD							
QTRB	GOOD							
RL01	F/BAD							
RL02	GOOD							
RL03	GOOD							
RL04	GOOD							
RL01_TS	F/BAD							
RL02_TS	GOOD							
RL03_TS	GOOD							
RL04_TS	GOOD							
ROTOR1	NO DATA							
ROTOR10	SKIP							
ROTOR2	SKIP							
ROTOR3	SKIP							
ROTOR4	SKIP							
ROTOR5	SKIP							
ROTOR6	SKIP							
ROTOR7	SKIP							
ROTOR8	SKIP							
ROTOR9	SKIP							
RP01	GOOD							

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
RQ10	GOOD							
RQ11	F/BAD							
RQ12	GOOD							
AXCG	GOOD							
AYCG	GOOD							
AZCG	GOOD							
H001	GOOD							
H002	GOOD							
HEADING	GOOD							
LATSTK	GOOD							
LONGSTK	GOOD							
LSSX	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	BAD	GOOD
LSSY	?	GOOD	GOOD	GOOD	GOOD	BAD	BAD	BAD
LSSZ	?	?	?	?	?	?	?	?
PEDAL	GOOD							
PITCHATT	GOOD							
ROLLATT	GOOD							
PTCHACC	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD
ROLLACC	GOOD							
YAWACC	GOOD							
PTCHRATE	GOOD							
ROLLRATE	GOOD							
YAWRATE	GOOD							
RADALT	GOOD							
RPMMR	GOOD	F/BAD						
T100	GOOD							
V001	GOOD							
V002	GOOD							
VR05DRPM	GOOD							
AC23	GOOD							
AC51	GOOD							
AC53	GOOD							
AC24	GOOD							
AC52	GOOD							
AC54	GOOD							
AC99	GOOD							
AF21	GOOD							
AF25	GOOD							
AF51	GOOD							
AF53	GOOD							
AF55	GOOD							
AF57	GOOD							
AF52	GOOD							
AF54	GOOD							
AF56	GOOD							
AF58	GOOD							
AT01	GOOD							
AT03	GOOD							
AT07	GOOD							
AT25	GOOD							

Test Conditions Measurements

Vibration Parameters

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
AT55	GOOD							
AT02	GOOD							
AT08	GOOD							
AX21	GOOD							
AX23	GOOD							
AX51	GOOD							
AX53	GOOD							
AX52	GOOD							
AX54	GOOD							
ABCLOCK	SKIP							
COUNT10	SKIP							
COUNTER1	SKIP							
COUNTER2	SKIP							
COUNTER3	SKIP							
COUNTER4	SKIP							
COUNTER5	SKIP							
COUNTER6	SKIP							
COUNTER7	SKIP							
COUNTER8	SKIP							
COUNTER9	SKIP							
DMUXT	SKIP							
DTADAS	SKIP							
DTRDAS01	SKIP							
DTRDAS02	SKIP							
DTRDAS03	SKIP							
DTRDAS04	SKIP							
DTRDAS05	SKIP							
DTRDAS06	SKIP							
DTRDAS07	SKIP							
DTRDAS08	SKIP							
DTRDAS09	SKIP							
DTRDAS10	SKIP							
DTRDAS27	SKIP							
IRIGTIME	SKIP							
MUXTIM01	SKIP							
MUXTIM02	SKIP							
MUXTIM03	SKIP							
MUXTIM04	SKIP							
MUXTIM05	SKIP							
MUXTIM06	SKIP							
MUXTIM07	SKIP							
MUXTIM08	SKIP							
MUXTIM09	SKIP							
MUXTIM10	SKIP							
MUXTIME	SKIP							
RDASE0	SKIP							
RDASE1	SKIP							
RDASE2	SKIP							
RDBLIP01	SKIP							
RDBLIP02	SKIP							

Data System Parameters

Table 2. Flights 91-98 (cont'd)

Channels	91	92	93	94	95	96	97	98
RDBLIP03	SKIP							
RDBLIP04	SKIP							
RDBLIP05	SKIP							
RDBLIP06	SKIP							
RDBLIP07	SKIP							
RDBLIP08	SKIP							
RDBLIP09	SKIP							
RDBLIP10	SKIP							
RDSYNC01	SKIP							
RDSYNC02	SKIP							
RDSYNC03	SKIP							
RDSYNC04	SKIP							
RDSYNC05	SKIP							
RDSYNC06	SKIP							
RDSYNC07	SKIP							
RDSYNC08	SKIP							
RDSYNC09	SKIP							
RDSYNC10	SKIP							
RECNO	SKIP							
SFID	SKIP							
SFID1	SKIP							
SFID10	SKIP							
SFID2	SKIP							
SFID3	SKIP							
SFID4	SKIP							
SFID5	SKIP							
SFID6	SKIP							
SFID7	SKIP							
SFID8	SKIP							
SFID9	SKIP							
AF01	SKIP							
AF03	SKIP							
BL19	SKIP							
CH39	SKIP							
CH89	SKIP							
CH90	SKIP							
IMON	SKIP							
PM05	SKIP							
PM15	SKIP							
PP05	SKIP							
PP15	SKIP							
PP28	SKIP							
X2A6	SKIP							
X2A7	SKIP							

Table 3. Flights 99-107

Channels	99	100	101	102	103	105	106	107	
Aircraft Parameters	ALPHA	GOOD							
	BETA	GOOD							
	STABLR	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD	BAD
	TRIP	GOOD							
	CART	GOOD							
	COLLSTK	GOOD							
	DMIXA	GOOD							
	DMIXE	GOOD							
	DMIXR	GOOD							
	PSAFT	?	?	?	?	GOOD	GOOD	GOOD	GOOD
	PSFWD	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD
	PSLAT	NO DATA							
	SASA	GOOD							
	SASE	GOOD							
	SASR	GOOD							
	Blade Loads	BE01	GOOD						
		BE50	F/BAD						
BN01		F/BAD	F/BAD	BAD	?	BAD	GOOD	GOOD	GOOD
BN70		BAD							
BR60		NO DATA	BAD	BAD	GOOD	?	NO DATA	NO DATA	NO DATA
SE01		GOOD							
SE20		GOOD							
SE30		F/BAD	GOOD						
SE40		F/BAD	GOOD						
SE50		F/BAD	GOOD	GOOD	F/BAD	F/BAD	GOOD	GOOD	GOOD
SE60		GOOD							
SE70		GOOD							
SE80		BAD	BAD	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD
SE01_TS		GOOD							
SE20_TS		GOOD							
SE30_TS		F/BAD	GOOD						
SE40_TS		F/BAD	GOOD						
SE50_TS		F/BAD	GOOD	GOOD	F/BAD	F/BAD	GOOD	GOOD	GOOD
SE60_TS		GOOD							
SE70_TS		GOOD							
SE80_TS		BAD	BAD	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD
SN01		GOOD							
SN20		GOOD							
SN30		GOOD							
SN40		F/BAD	GOOD						
SN50		BAD	GOOD						
SN60		GOOD							
SN70		GOOD							
SN80		BAD	BAD	BAD	F/BAD	BAD	?	F/BAD	?
SN90		BAD	GOOD	F/BAD	F/BAD	BAD	GOOD	GOOD	GOOD
SN01_TS		GOOD							
SN20_TS		GOOD							
SN30_TS		GOOD							
SN40_TS		F/BAD	GOOD						
SN50_TS		BAD	GOOD						

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
SN60_TS	GOOD							
SN70_TS	GOOD							
SN80_TS	BAD	BAD	BAD	F/BAD	BAD	?	F/BAD	?
SN90_TS	BAD	GOOD	F/BAD	F/BAD	BAD	GOOD	GOOD	GOOD
ST30	GOOD							
ST50	GOOD							
ST70	GOOD							
ST90	GOOD							
ST30_TS	GOOD							
ST50_TS	GOOD							
ST70_TS	GOOD							
ST90_TS	GOOD							
T101	GOOD							
T103	GOOD							
T105	GOOD							
T110	GOOD							
T113	GOOD							
T151	GOOD							
T153	GOOD							
T155	GOOD							
T160	GOOD							
T163	GOOD							
T201	GOOD							
T203	GOOD							
T205	GOOD							
T210	GOOD							
T213	GOOD							
T251	GOOD							
T253	GOOD							
T255	GOOD							
T260	GOOD							
T263	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
T401	GOOD							
T403	GOOD							
T405	GOOD							
T410	?	?	?	?	?	?	?	?
T413	GOOD							
T451	F/BAD							
T453	GOOD							
T455	GOOD							
T460	GOOD							
T463	GOOD							
T601	GOOD							
T603	GOOD							
T605	GOOD							
T610	GOOD							
T613	GOOD							
T651	GOOD							
T653	GOOD							
T655	GOOD							

Blade Loads

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107	
Blade Loads	T660	GOOD							
	T663	GOOD							
	T801	GOOD							
	T803	GOOD							
	T805	GOOD							
	T810	GOOD							
	T813	GOOD							
	T851	F/BAD							
	T853	GOOD							
	T855	GOOD							
	T860	GOOD							
	T863	GOOD							
	Derived Parameters	AA	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
		AMU	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AXCGC		GOOD							
AYCGC		GOOD							
AZCGC		?	?	?	GOOD	?	?	?	
CP		GOOD							
CT		GOOD							
CTTR		GOOD							
DELSTAB		GOOD							
HDG TRU		NO DATA							
DELTAB		GOOD							
SIGMAB		GOOD							
THETA		GOOD							
EQ1C		GOOD							
EQ2C		GOOD							
FSCG		GOOD							
GW		GOOD							
H3DP		GOOD							
HDB		GOOD							
HPB		GOOD							
HPS		GOOD							
LSSXC		NO DATA							
LSSYC		NO DATA							
MTIP		GOOD							
RHO		GOOD							
SHP1		GOOD							
SHP2		GOOD							
SHPLOSS		GOOD							
SHPMR		GOOD							
SHPROTOR		GOOD							
SHPT		GOOD							
SHPTR		GOOD							
UBODYBC		GOOD							
VBODYBC		GOOD							
WBODYBC		GOOD							
VCALB		GOOD							
VCALS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		
VICB	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
VICS	NO DATA							
VT	GOOD							
VTB	GOOD							
VTS	GOOD							
EF06	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	NO DATA
EG01	GOOD							
EG02	GOOD							
EP01	GOOD							
EP02	GOOD							
FCTS1	GOOD							
FCTS2	GOOD							
FCTSAPU	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	F/BAD	F/BAD
MGT1	GOOD							
MGT2	GOOD							
QEIC1	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	NO DATA	GOOD
QEIC2	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	NO DATA	GOOD
WFVOL1	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	NO DATA	GOOD
WFVOL2	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	NO DATA	GOOD
ADASTIME	SKIP							
ATTL	NO DATA							
ATTR	NO DATA							
AZ	NO DATA							
EL	NO DATA							
ETTL	NO DATA							
ETTR	NO DATA							
GOESTIME	SKIP							
HUMID	NO DATA							
LASVAL	SKIP							
PRESS	NO DATA							
PRIME	SKIP							
PRIMEBIT	SKIP							
RANGE	NO DATA							
RDSTAT	SKIP							
RTTL	NO DATA							
RTTR	NO DATA							
RUNNO	SKIP							
TEMP	NO DATA							
TMALPHA	NO DATA							
TMBETA	NO DATA							
TMPHI	NO DATA							
TMPSI	NO DATA							
TMTHETA	NO DATA							
WINDDR	NO DATA							
WINDSP	NO DATA							
XLASER	NO DATA							
XLDOT	NO DATA							
XRADAR	NO DATA							
YLASER	NO DATA							
YLDOT	NO DATA							
YRADAR	NO DATA							

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
ZLASER	NO DATA							
ZLDOT	NO DATA							
ZRADAR	NO DATA							
CC1	GOOD							
CC2	GOOD							
CC3	GOOD							
CC4	GOOD							
CC5	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD
CC6	GOOD							
CC7	GOOD							
CC8	GOOD							
CC9	GOOD							
CM1	GOOD							
CM2	GOOD							
CM3	GOOD							
CM4	GOOD							
CM5	GOOD							
CM6	GOOD							
CM7	GOOD							
CM8	GOOD							
CM9	GOOD							
CN1	GOOD							
CN2	GOOD							
CN3	GOOD							
CN4	GOOD							
CN5	GOOD							
CN6	GOOD							
CN7	GOOD							
CN8	GOOD							
CN9	GOOD							
P101	GOOD							
P103	GOOD							
P105	GOOD							
P106	GOOD							
P107	GOOD							
P108	GOOD							
P110	F/BAD	GOOD	GOOD	F/BAD	GOOD	F/BAD	F/BAD	F/BAD
P113	GOOD							
P114	GOOD							
P115	GOOD							
P151	GOOD							
P153	GOOD							
P155	GOOD							
P156	F/BAD							
P157	GOOD							
P158	GOOD							
P160	GOOD							
P163	GOOD							
P164	GOOD							
P165	GOOD							

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
P201	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P203	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P205	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P206	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P207	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P208	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P210	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P213	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P214	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P215	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P251	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P253	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P255	?	?	?	?	?	GOOD	GOOD	GOOD
P256	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P257	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P258	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P260	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P263	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P264	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P265	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P301	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P303	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P305	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P306	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P307	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P308	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P310	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P313	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	?	F/BAD
P314	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P315	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P351	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P353	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P355	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P356	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P357	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P358	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P360	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P363	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P364	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P365	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P401	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P403	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P405	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P406	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P407	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P408	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P410	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P413	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P414	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P415	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

Pressure Measurements

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
P421	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P423	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P431	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P433	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P451	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P453	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P455	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P456	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P457	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P458	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P460	?	F/BAD	F/BAD	F/BAD	?	F/BAD	F/BAD	?
P463	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P464	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P465	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P473	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P483	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P501	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P502	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P503	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P504	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P505	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P506	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P507	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P508	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P510	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P513	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P514	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P515	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P522	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P523	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P532	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P533	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P551	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P552	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P553	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P554	NO DATA	GOOD	NO DATA					
P555	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P556	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P557	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P558	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P560	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P563	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P564	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P565	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P573	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P583	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P601	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P602	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P603	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P604	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
P605	F/BAD							
P606	GOOD							
P607	GOOD							
P608	GOOD							
P609	GOOD							
P610	GOOD							
P611	GOOD							
P612	GOOD							
P613	GOOD							
P614	GOOD							
P615	GOOD							
P621	GOOD							
P623	GOOD							
P651	GOOD							
P652	GOOD							
P653	GOOD							
P654	GOOD							
P655	GOOD							
P656	GOOD							
P657	GOOD							
P658	GOOD							
P659	GOOD							
P660	GOOD							
P663	GOOD							
P664	GOOD							
P665	GOOD							
P673	GOOD							
P701	GOOD							
P702	GOOD							
P703	GOOD							
P704	GOOD							
P705	GOOD							
P706	GOOD							
P707	GOOD							
P708	GOOD							
P709	GOOD							
P710	GOOD							
P711	GOOD							
P712	GOOD							
P713	GOOD							
P714	GOOD							
P715	GOOD							
P721	GOOD							
P723	GOOD							
P751	F/BAD	F/BAD	GOOD	F/BAD	GOOD	?	GOOD	?
P752	GOOD							
P753	F/BAD	F/BAD	F/BAD	?	F/BAD	?	GOOD	F/BAD
P754	GOOD							
P755	F/BAD							
P756	GOOD							

Pressure Measurements

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
P757	GOOD	?	GOOD	?	GOOD	GOOD	GOOD	GOOD
P758	GOOD							
P759	GOOD							
P760	GOOD							
P761	GOOD							
P763	GOOD							
P764	GOOD							
P765	GOOD							
P773	GOOD							
P801	GOOD							
P802	GOOD							
P803	GOOD							
P804	GOOD							
P805	GOOD							
P806	GOOD							
P807	GOOD							
P808	F/BAD							
P809	GOOD							
P810	GOOD							
P811	GOOD							
P812	GOOD							
P813	GOOD							
P814	GOOD							
P815	GOOD							
P821	GOOD							
P823	GOOD							
P851	BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD	F/BAD	?
P852	GOOD							
P853	GOOD							
P854	GOOD							
P855	GOOD							
P856	GOOD							
P857	GOOD							
P858	GOOD							
P859	GOOD							
P860	GOOD							
P861	GOOD							
P862	GOOD							
P863	GOOD							
P864	GOOD							
P865	GOOD							
P873	GOOD							
P901	GOOD							
P902	GOOD							
P903	GOOD							
P904	F/BAD							
P905	GOOD							
P906	GOOD							
P907	GOOD							
P908	GOOD							

Pressure Measurements

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107	
Pressure Measurements	P909	GOOD							
	P910	GOOD							
	P911	GOOD							
	P912	GOOD	GOOD	F/BAD	F/BAD	GOOD	GOOD	?	F/BAD
	P913	GOOD							
	P914	GOOD							
	P915	GOOD							
	P951	GOOD							
	P952	GOOD							
	P953	GOOD							
	P954	GOOD							
	P955	GOOD							
	P956	GOOD							
	P957	GOOD							
	P958	GOOD							
	P959	GOOD							
	P960	GOOD							
	P961	GOOD							
	P962	GOOD							
	P963	GOOD							
P964	GOOD								
P965	GOOD								
Rotor Accelerometers	AE30	GOOD	F/BAD						
	AE50	GOOD	GOOD	GOOD	GOOD	F/BAD	GOOD	GOOD	GOOD
	AE70	GOOD							
	AE90	GOOD							
	AH01	GOOD	F/BAD	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD
	AH02	GOOD							
	AH03	GOOD							
	AH04	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD
	AH11	BAD							
	AH12	BAD							
	AH13	F/BAD	F/BAD	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD
	AH14	BAD							
	AH0V	GOOD							
	AH0X	GOOD							
	AH0Y	GOOD							
	AH0Z	GOOD							
	AMF2	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD
	AMF3	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD
	AMF4	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
	AMF5	BAD	?						
	AN30	GOOD							
	AN50	GOOD							
AN70	GOOD	GOOD	GOOD	GOOD	?	GOOD	?	?	
AN90	GOOD								
AN31	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	?	
AN51	GOOD								
AN71	GOOD								
AN91	F/BAD								

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
ARF1	GOOD							
ARF2	GOOD							
ARF3	GOOD							
ARF4	GOOD							
ATF2	BAD							
ATF3	GOOD							
ATF4	F/BAD	?						
ATF5	BAD	?	BAD	?	BAD	F/BAD	F/BAD	?
AZIMUTH	NO DATA							
AZIMUTH C	NO DATA							
BP10	GOOD							
BP20	GOOD							
BP30	GOOD							
BP40	GOOD							
BP10 TS	GOOD							
BP20 TS	GOOD							
BP30 TS	GOOD							
BP40 TS	GOOD							
FLAP1	GOOD							
FLAP2	GOOD							
FLAP3	GOOD							
FLAP4	GOOD							
FLAP1 TS	GOOD							
FLAP2 TS	GOOD							
FLAP3 TS	GOOD							
FLAP4 TS	GOOD							
LEADLAG1	GOOD							
LEADLAG2	GOOD							
LEADLAG3	GOOD							
LEADLAG4	GOOD							
LEADLAG1_TS	GOOD							
LEADLAG2_TS	GOOD							
LEADLAG3_TS	GOOD							
LEADLAG4_TS	GOOD							
MQIN	GOOD	GOOD	GOOD	GOOD	?	GOOD	?	GOOD
MR10	NO DATA							
MR11	NO DATA							
MR13	NO DATA							
MR14	NO DATA							
MRALSS	GOOD	?						
MRFLSS	GOOD							
MRLSS	GOOD							
MRSTASC	GOOD	GOOD	GOOD	?	?	?	?	GOOD
MREV	NO DATA							
MRFLAP1	GOOD							
MRFLAP2	GOOD							
MRFLAP3	GOOD							
MRFLAP4	GOOD							
MRFLAP1_TS	GOOD							
MRFLAP2_TS	GOOD							

Rotor Parameters

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
MRFLAP3_TS	GOOD							
MRFLAP4_TS	GOOD							
MRLAG1	GOOD							
MRLAG2	GOOD							
MRLAG3	GOOD							
MRLAG4	GOOD							
MRLAG1_TS	GOOD							
MRLAG2_TS	GOOD							
MRLAG3_TS	GOOD							
MRLAG4_TS	GOOD							
MRPITCH1	GOOD							
MRPITCH2	GOOD							
MRPITCH3	BAD							
MRPITCH4	GOOD	?	?	?	?	?	?	?
MRPITCH1_TS	GOOD							
MRPITCH2_TS	GOOD							
MRPITCH3_TS	BAD							
MRPITCH4_TS	GOOD	?	?	?	?	?	?	?
MRTRAZI	NO DATA							
PITCHC1	GOOD							
PITCHC2	GOOD							
PITCHC3	GOOD							
PITCHC4	GOOD	?	GOOD	?	?	?	?	GOOD
PITCHC1_TS	GOOD							
PITCHC2_TS	GOOD							
PITCHC3_TS	GOOD							
PITCHC4_TS	GOOD	?	GOOD	?	?	?	?	GOOD
QTR2	GOOD							
QTR3	GOOD							
QTRA	GOOD							
QTRB	GOOD							
RL01	F/BAD	GOOD						
RL02	GOOD							
RL03	GOOD							
RL04	GOOD	F/BAD						
RL01_TS	F/BAD	GOOD						
RL02_TS	GOOD							
RL03_TS	GOOD							
RL04_TS	GOOD	F/BAD						
ROTOR1	NO DATA							
ROTOR10	SKIP							
ROTOR2	SKIP							
ROTOR3	SKIP							
ROTOR4	SKIP							
ROTOR5	SKIP							
ROTOR6	SKIP							
ROTOR7	SKIP							
ROTOR8	SKIP							
ROTOR9	SKIP							
RP01	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	BAD

Rotor Parameters

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
RQ10	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
RQ11	F/BAD							
RQ12	GOOD	GOOD	GOOD	GOOD	?	GOOD	?	GOOD
AXCG	GOOD							
AYCG	GOOD							
AZCG	GOOD							
H001	GOOD							
H002	GOOD							
HEADING	GOOD							
LATSTK	GOOD							
LONGSTK	GOOD							
LSSX	?	?	?	?	GOOD	GOOD	GOOD	GOOD
LSSY	BAD							
LSSZ	?	?	?	?	?	?	?	?
PEDAL	GOOD							
PITCHATT	GOOD							
ROLLATT	GOOD							
PTCHACC	?	?	?	?	GOOD	?	?	GOOD
ROLLACC	GOOD							
YAWACC	GOOD							
PTCHRATE	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD
ROLLRATE	GOOD							
YAWRATE	GOOD							
RADALT	GOOD							
RPMMR	GOOD							
T100	GOOD							
V001	GOOD							
V002	GOOD							
VR05DRPM	GOOD							
AC23	GOOD							
AC51	GOOD							
AC53	GOOD							
AC24	GOOD							
AC52	GOOD							
AC54	GOOD							
AC99	GOOD							
AF21	GOOD							
AF25	GOOD							
AF51	GOOD							
AF53	GOOD							
AF55	GOOD							
AF57	GOOD							
AF52	GOOD							
AF54	GOOD							
AF56	GOOD							
AF58	GOOD							
AT01	GOOD							
AT03	GOOD							
AT07	GOOD							
AT25	GOOD	?						

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
AT55	GOOD	GOOD	GOOD	GOOD	GOOD	?	?	?
AT02	GOOD							
AT08	GOOD							
AX21	GOOD							
AX23	GOOD							
AX51	GOOD							
AX53	GOOD							
AX52	GOOD							
AX54	GOOD							
ABCLOCK	SKIP							
COUNT10	SKIP							
COUNTER1	SKIP							
COUNTER2	SKIP							
COUNTER3	SKIP							
COUNTER4	SKIP							
COUNTER5	SKIP							
COUNTER6	SKIP							
COUNTER7	SKIP							
COUNTER8	SKIP							
COUNTER9	SKIP							
DMUXT	SKIP							
DTADAS	SKIP							
DTRDAS01	SKIP							
DTRDAS02	SKIP							
DTRDAS03	SKIP							
DTRDAS04	SKIP							
DTRDAS05	SKIP							
DTRDAS06	SKIP							
DTRDAS07	SKIP							
DTRDAS08	SKIP							
DTRDAS09	SKIP							
DTRDAS10	SKIP							
DTRDAS27	SKIP							
IRIGTIME	SKIP							
MUXTIM01	SKIP							
MUXTIM02	SKIP							
MUXTIM03	SKIP							
MUXTIM04	SKIP							
MUXTIM05	SKIP							
MUXTIM06	SKIP							
MUXTIM07	SKIP							
MUXTIM08	SKIP							
MUXTIM09	SKIP							
MUXTIM10	SKIP							
MUXTIME	SKIP							
RDASE0	SKIP							
RDASE1	SKIP							
RDASE2	SKIP							
RDBLIP01	SKIP							
RDBLIP02	SKIP							

Data System Parameters

Table 3. Flights 99-107 (cont'd)

Channels	99	100	101	102	103	105	106	107
RDBLIP03	SKIP							
RDBLIP04	SKIP							
RDBLIP05	SKIP							
RDBLIP06	SKIP							
RDBLIP07	SKIP							
RDBLIP08	SKIP							
RDBLIP09	SKIP							
RDBLIP10	SKIP							
RDSYNC01	SKIP							
RDSYNC02	SKIP							
RDSYNC03	SKIP							
RDSYNC04	SKIP							
RDSYNC05	SKIP							
RDSYNC06	SKIP							
RDSYNC07	SKIP							
RDSYNC08	SKIP							
RDSYNC09	SKIP							
RDSYNC10	SKIP							
RECNO	SKIP							
SFID	SKIP							
SFID1	SKIP							
SFID10	SKIP							
SFID2	SKIP							
SFID3	SKIP							
SFID4	SKIP							
SFID5	SKIP							
SFID6	SKIP							
SFID7	SKIP							
SFID8	SKIP							
SFID9	SKIP							
AF01	SKIP							
AF03	SKIP							
BL19	SKIP							
CH39	SKIP							
CH89	SKIP							
CH90	SKIP							
IMON	SKIP							
PM05	SKIP							
PM15	SKIP							
PP05	SKIP							
PP15	SKIP							
PP28	SKIP							
X2A6	SKIP							
X2A7	SKIP							

Table 4. Flights 108-116

Channels	108	110	111	112	113	114	115	116		
Aircraft Parameters	ALPHA	GOOD								
	BETA	GOOD								
	STABLR	GOOD	GOOD	BAD	GOOD	GOOD	GOOD	GOOD	GOOD	
	TRIP	GOOD								
	CART	GOOD								
	COLLSTK	GOOD								
	DMIXA	GOOD								
	DMIXE	GOOD								
	DMIXR	GOOD								
	PSAFT	GOOD								
	PSFWD	GOOD								
	PSLAT	NO DATA								
	SASA	GOOD								
	SASE	GOOD								
	SASR	GOOD								
	Blade Loads	BE01	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
		BE50	F/BAD	?	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	?
		BN01	GOOD	GOOD						
		BN70	BAD	BAD						
BR60		NO DATA	BAD	NO DATA	?					
SE01		GOOD								
SE20		GOOD								
SE30		GOOD								
SE40		GOOD								
SE50		GOOD								
SE60		GOOD								
SE70		GOOD								
SE80		GOOD								
SE01_TS		GOOD								
SE20_TS		GOOD								
SE30_TS		GOOD								
SE40_TS		GOOD								
SE50_TS		GOOD								
SE60_TS		GOOD								
SE70_TS		GOOD								
SE80_TS		GOOD								
SN01		GOOD								
SN20		GOOD								
SN30		GOOD								
SN40		GOOD								
SN50		GOOD								
SN60		GOOD								
SN70		GOOD								
SN80		BAD	F/BAD	BAD	BAD	BAD	F/BAD	F/BAD	BAD	
SN90		GOOD								
SN01_TS		GOOD								
SN20_TS		GOOD								
SN30_TS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		
SN40_TS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		
SN50_TS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
SN60_TS	GOOD							
SN70_TS	GOOD							
SN80_TS	BAD	F/BAD	BAD	BAD	BAD	F/BAD	F/BAD	BAD
SN90_TS	GOOD							
ST30	GOOD							
ST50	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD
ST70	GOOD							
ST90	GOOD							
ST30_TS	GOOD							
ST50_TS	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD
ST70_TS	GOOD							
ST90_TS	GOOD							
T101	GOOD							
T103	GOOD							
T105	GOOD							
T110	GOOD							
T113	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD	GOOD
T151	GOOD							
T153	GOOD							
T155	GOOD							
T160	GOOD							
T163	GOOD	?						
T201	GOOD							
T203	GOOD							
T205	GOOD							
T210	GOOD							
T213	GOOD							
T251	GOOD							
T253	GOOD							
T255	GOOD							
T260	GOOD							
T263	GOOD							
T401	GOOD							
T403	GOOD							
T405	GOOD							
T410	?	?	?	GOOD	?	?	?	?
T413	GOOD							
T451	F/BAD							
T453	GOOD							
T455	GOOD							
T460	GOOD							
T463	GOOD							
T601	GOOD							
T603	GOOD							
T605	GOOD							
T610	GOOD							
T613	GOOD							
T651	GOOD							
T653	GOOD							
T655	GOOD							

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116	
Blade Loads	T660	GOOD							
	T663	GOOD							
	T801	GOOD							
	T803	GOOD							
	T805	GOOD							
	T810	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD	
	T813	GOOD							
	T851	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	
	T853	GOOD							
	T855	GOOD							
	T860	GOOD							
	T863	GOOD							
	Derived Parameters	AA	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
		AMU	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AXCGC		GOOD							
AYCGC		GOOD							
AZCGC		?	?	?	?	?	GOOD	GOOD	
CP		GOOD							
CT		GOOD							
CTTR		GOOD							
DELSTAB		GOOD							
HDG TRU		NO DATA							
DELTAB		GOOD							
SIGMAB		GOOD							
THETA		GOOD							
EQ1C		GOOD							
EQ2C		GOOD							
FSCG		GOOD							
GW		GOOD							
H3DP		GOOD							
HDB		GOOD							
HPB		GOOD							
HPS		GOOD							
LSSXC		NO DATA							
LSSYC		NO DATA							
MTIP		GOOD							
RHO		GOOD							
SHP1		GOOD							
SHP2		GOOD							
SHPLOSS		GOOD							
SHPMR		GOOD							
SHPROTOR		GOOD							
SHPT		GOOD							
SHPTR		GOOD							
UBODYBC		GOOD							
VBODYBC		GOOD							
WBODYBC		GOOD							
VCALB		GOOD							
VCALS	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		
VICB	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD		

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
VICS	NO DATA	GOOD	NO DATA					
VT	GOOD							
VTB	GOOD							
VTS	GOOD							
EF06	NO DATA	NO DATA	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
EG01	GOOD							
EG02	GOOD							
EP01	GOOD							
EP02	GOOD							
FCTS1	GOOD							
FCTS2	GOOD							
FCTSAPU	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD
MGT1	GOOD							
MGT2	GOOD							
QEIC1	GOOD							
QEIC2	GOOD							
WFVOL1	GOOD							
WFVOL2	GOOD							
ADASTIME	SKIP							
ATTL	NO DATA							
ATTR	NO DATA							
AZ	NO DATA							
EL	NO DATA							
ETTL	NO DATA							
ETTR	NO DATA							
GOESTIME	SKIP							
HUMID	NO DATA							
LASVAL	SKIP							
PRESS	NO DATA							
PRIME	SKIP							
PRIMEBIT	SKIP							
RANGE	NO DATA							
RDSTAT	SKIP							
RTTL	NO DATA							
RTTR	NO DATA							
RUNNO	SKIP							
TEMP	NO DATA							
TMALPHA	NO DATA							
TMBETA	NO DATA							
TMPHI	NO DATA							
TMPSI	NO DATA							
TMTHETA	NO DATA							
WINDDR	NO DATA							
WINDSP	NO DATA							
XLASER	NO DATA							
XLDOT	NO DATA							
XRADAR	NO DATA							
YLASER	NO DATA							
YLDOT	NO DATA							
YRADAR	NO DATA							

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
ZLASER	NO DATA							
ZLDOT	NO DATA							
ZRADAR	NO DATA							
CC1	GOOD							
CC2	GOOD							
CC3	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
CC4	GOOD							
CC5	GOOD							
CC6	GOOD							
CC7	GOOD							
CC8	GOOD							
CC9	GOOD							
CM1	GOOD							
CM2	GOOD							
CM3	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
CM4	GOOD							
CM5	GOOD							
CM6	GOOD							
CM7	GOOD							
CM8	GOOD							
CM9	GOOD							
CN1	GOOD							
CN2	GOOD							
CN3	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
CN4	GOOD							
CN5	GOOD							
CN6	GOOD							
CN7	GOOD							
CN8	GOOD							
CN9	GOOD							
P101	GOOD							
P103	GOOD							
P105	GOOD							
P106	GOOD							
P107	GOOD							
P108	GOOD							
P110	F/BAD							
P113	GOOD							
P114	GOOD							
P115	GOOD							
P151	GOOD							
P153	GOOD							
P155	GOOD							
P156	F/BAD							
P157	GOOD							
P158	GOOD							
P160	GOOD							
P163	GOOD							
P164	GOOD							
P165	GOOD							

Pressure Measurements

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
P201	GOOD							
P203	GOOD							
P205	GOOD							
P206	GOOD							
P207	GOOD							
P208	GOOD							
P210	GOOD							
P213	GOOD							
P214	GOOD							
P215	GOOD							
P251	GOOD							
P253	GOOD							
P255	GOOD							
P256	GOOD							
P257	GOOD							
P258	GOOD							
P260	GOOD	GOOD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD
P263	GOOD	GOOD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD
P264	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD	GOOD
P265	GOOD	GOOD	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD
P301	GOOD							
P303	GOOD							
P305	GOOD							
P306	GOOD							
P307	GOOD							
P308	GOOD							
P310	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
P313	F/BAD							
P314	GOOD							
P315	GOOD	F/BAD	?	?	GOOD	GOOD	GOOD	GOOD
P351	GOOD							
P353	GOOD							
P355	GOOD							
P356	GOOD							
P357	GOOD							
P358	GOOD							
P360	GOOD							
P363	GOOD							
P364	GOOD							
P365	GOOD							
P401	GOOD							
P403	GOOD							
P405	GOOD							
P406	?	?	?	?	?	?	F/BAD	GOOD
P407	GOOD							
P408	GOOD							
P410	GOOD							
P413	GOOD							
P414	GOOD							
P415	GOOD							

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
P421	GOOD							
P423	GOOD							
P431	GOOD							
P433	GOOD							
P451	GOOD							
P453	GOOD							
P455	GOOD							
P456	GOOD							
P457	GOOD							
P458	GOOD							
P460	F/BAD							
P463	GOOD							
P464	GOOD							
P465	GOOD							
P473	GOOD							
P483	GOOD							
P501	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	F/BAD
P502	GOOD							
P503	GOOD							
P504	GOOD							
P505	GOOD							
P506	GOOD							
P507	GOOD							
P508	GOOD	F/BAD	GOOD	GOOD	F/BAD	F/BAD	F/BAD	F/BAD
P510	GOOD							
P513	GOOD							
P514	GOOD							
P515	GOOD							
P522	GOOD							
P523	GOOD							
P532	GOOD							
P533	GOOD							
P551	GOOD							
P552	GOOD							
P553	GOOD							
P554	NO DATA							
P555	GOOD							
P556	GOOD							
P557	GOOD							
P558	GOOD							
P560	GOOD							
P563	GOOD							
P564	GOOD							
P565	GOOD							
P573	GOOD							
P583	GOOD							
P601	GOOD							
P602	GOOD							
P603	GOOD							
P604	GOOD							

Pressure Measurements

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
P605	F/BAD	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P606	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P607	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P608	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P609	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P610	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P611	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P612	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P613	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P614	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P615	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P621	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P623	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P651	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P652	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P653	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P654	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P655	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P656	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P657	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P658	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P659	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P660	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P663	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P664	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P665	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P673	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P701	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P702	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P703	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P704	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P705	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P706	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P707	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P708	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P709	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P710	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P711	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P712	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P713	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P714	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P715	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P721	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P723	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P751	?	F/BAD	BAD	F/BAD	F/BAD	F/BAD	F/BAD	?
P752	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P753	?	F/BAD	BAD	F/BAD	F/BAD	F/BAD	?	GOOD
P754	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P755	F/BAD	F/BAD	?	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P756	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
P757	GOOD	F/BAD	BAD	?	F/BAD	?	?	?
P758	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P759	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P760	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P761	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P763	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P764	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P765	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P773	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P801	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P802	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P803	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P804	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P805	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P806	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P807	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P808	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P809	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P810	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P811	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P812	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P813	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P814	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P815	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P821	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P823	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P851	?	BAD	F/BAD	?	BAD	?	?	?
P852	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P853	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P854	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P855	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P856	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P857	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P858	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P859	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P860	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P861	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P862	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P863	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P864	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P865	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P873	GOOD	GOOD	NO DATA	GOOD	GOOD	GOOD	GOOD	GOOD
P901	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P902	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P903	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P904	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD
P905	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P906	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
P907	GOOD	F/BAD	GOOD	F/BAD	GOOD	GOOD	GOOD	GOOD
P908	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

Pressure Measurements

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
P909	GOOD							
P910	GOOD							
P911	GOOD							
P912	GOOD	F/BAD	F/BAD	F/BAD	F/BAD	?	F/BAD	F/BAD
P913	GOOD							
P914	GOOD							
P915	GOOD							
P951	GOOD							
P952	GOOD							
P953	GOOD							
P954	GOOD							
P955	GOOD							
P956	GOOD							
P957	GOOD							
P958	GOOD							
P959	GOOD							
P960	GOOD							
P961	GOOD							
P962	GOOD							
P963	GOOD							
P964	GOOD							
P965	GOOD							
AE30	?	?	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AE50	GOOD							
AE70	GOOD							
AE90	GOOD							
AH01	GOOD							
AH02	GOOD							
AH03	GOOD							
AH04	GOOD							
AH11	BAD							
AH12	BAD							
AH13	F/BAD							
AH14	BAD							
AH0V	GOOD							
AH0X	GOOD							
AH0Y	GOOD							
AH0Z	GOOD							
AMF2	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD
AMF3	GOOD	?						
AMF4	GOOD	GOOD	?	?	?	GOOD	GOOD	GOOD
AMF5	?	BAD	BAD	?	BAD	BAD	BAD	BAD
AN30	GOOD							
AN50	GOOD							
AN70	GOOD	?	?	?	GOOD	GOOD	GOOD	GOOD
AN90	?	GOOD						
AN31	?	?	?	?	GOOD	GOOD	GOOD	GOOD
AN51	GOOD							
AN71	GOOD							
AN91	F/BAD							

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
ARF1	GOOD							
ARF2	GOOD							
ARF3	GOOD							
ARF4	GOOD	GOOD	GOOD	GOOD	?	F/BAD	BAD	BAD
ATF2	BAD							
ATF3	GOOD							
ATF4	F/BAD							
ATF5	F/BAD	BAD	BAD	F/BAD	BAD	BAD	BAD	BAD
AZIMUTH	NO DATA							
AZIMUTH C	NO DATA							
BP10	GOOD							
BP20	GOOD							
BP30	GOOD							
BP40	GOOD							
BP10 TS	GOOD							
BP20 TS	GOOD							
BP30 TS	GOOD							
BP40 TS	GOOD							
FLAP1	GOOD							
FLAP2	GOOD							
FLAP3	GOOD							
FLAP4	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD
FLAP1 TS	GOOD							
FLAP2 TS	GOOD							
FLAP3 TS	GOOD							
FLAP4 TS	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD	GOOD
LEADLAG1	GOOD							
LEADLAG2	GOOD							
LEADLAG3	GOOD							
LEADLAG4	GOOD							
LEADLAG1_TS	GOOD							
LEADLAG2_TS	GOOD							
LEADLAG3_TS	GOOD							
LEADLAG4_TS	GOOD							
MQIN	GOOD							
MR10	NO DATA							
MR11	NO DATA							
MR13	NO DATA							
MR14	NO DATA							
MRALSS	?	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
MRFLSS	GOOD							
MRLSS	GOOD							
MRSTASC	?	GOOD	?	?	?	?	?	GOOD
MREV	NO DATA							
MRFLAP1	GOOD							
MRFLAP2	GOOD	?						
MRFLAP3	GOOD	GOOD	GOOD	GOOD	BAD	?	GOOD	GOOD
MRFLAP4	GOOD	GOOD	GOOD	GOOD	?	?	GOOD	?
MRFLAP1_TS	GOOD							
MRFLAP2_TS	GOOD	?						

Rotor Parameters

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
MRFLAP3_TS	GOOD	GOOD	GOOD	GOOD	BAD	?	GOOD	GOOD
MRFLAP4_TS	GOOD	GOOD	GOOD	GOOD	?	?	GOOD	?
MRLAG1	GOOD							
MRLAG2	GOOD							
MRLAG3	GOOD							
MRLAG4	GOOD							
MRLAG1_TS	GOOD							
MRLAG2_TS	GOOD							
MRLAG3_TS	GOOD							
MRLAG4_TS	GOOD							
MRPITCH1	GOOD							
MRPITCH2	GOOD							
MRPITCH3	BAD	GOOD						
MRPITCH4	?	GOOD	GOOD	GOOD	?	?	GOOD	GOOD
MRPITCH1_TS	GOOD							
MRPITCH2_TS	GOOD							
MRPITCH3_TS	BAD	GOOD						
MRPITCH4_TS	?	GOOD	GOOD	GOOD	?	?	GOOD	GOOD
MRTRAZI	NO DATA							
PITCHC1	GOOD							
PITCHC2	GOOD							
PITCHC3	GOOD							
PITCHC4	GOOD	GOOD	GOOD	GOOD	?	?	GOOD	GOOD
PITCHC1_TS	GOOD							
PITCHC2_TS	GOOD							
PITCHC3_TS	GOOD							
PITCHC4_TS	GOOD	GOOD	GOOD	GOOD	?	?	GOOD	GOOD
QTR2	GOOD							
QTR3	GOOD							
QTRA	GOOD							
QTRB	GOOD							
RL01	GOOD							
RL02	GOOD							
RL03	GOOD							
RL04	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	F/BAD
RL01_TS	GOOD							
RL02_TS	GOOD							
RL03_TS	GOOD							
RL04_TS	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	F/BAD	BAD	F/BAD
ROTOR1	NO DATA							
ROTOR10	SKIP							
ROTOR2	SKIP							
ROTOR3	SKIP							
ROTOR4	SKIP							
ROTOR5	SKIP							
ROTOR6	SKIP							
ROTOR7	SKIP							
ROTOR8	SKIP							
ROTOR9	SKIP							
RP01	BAD	GOOD	BAD	BAD	GOOD	NO DATA	GOOD	GOOD

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
RQ10	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
RQ11	F/BAD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
RQ12	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AXCG	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AYCG	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AZCG	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
H001	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	F/BAD	GOOD
H002	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
HEADING	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LATSTK	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LONGSTK	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LSSX	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
LSSY	?	BAD	?	?	?	BAD	BAD	BAD
LSSZ	?	?	?	?	?	?	?	?
PEDAL	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
PITCHATT	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
ROLLATT	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
PTCHACC	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
ROLLACC	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
YAWACC	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
PTCHRATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
ROLLRATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
YAWRATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
RADALT	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	?	GOOD
RPMMR	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
T100	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
V001	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
V002	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
VR05DRPM	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC23	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC51	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC53	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC24	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC52	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC54	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AC99	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF21	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF25	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF51	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF53	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF55	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF57	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF52	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF54	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF56	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AF58	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AT01	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD
AT03	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD
AT07	GOOD	GOOD	GOOD	?	GOOD	GOOD	GOOD	GOOD
AT25	GOOD	?	?	GOOD	?	?	?	?

Test Condition Measurements

Vibration Parameters

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
AT55	BAD	BAD	F/BAD	F/BAD	F/BAD	GOOD	GOOD	GOOD
AT02	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AT08	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AX21	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AX23	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AX51	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AX53	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AX52	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
AX54	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
ABCLOCK	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNT10	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER1	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER2	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER3	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER4	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER5	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER6	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER7	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER8	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
COUNTER9	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DMUXT	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTADAS	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS01	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS02	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS03	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS04	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS05	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS06	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS07	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS08	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS09	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS10	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
DTRDAS27	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
IRIGTIME	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM01	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM02	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM03	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM04	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM05	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM06	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM07	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM08	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM09	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIM10	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
MUXTIME	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
RDASE0	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
RDASE1	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
RDASE2	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
RDBLIP01	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
RDBLIP02	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP

Data System Parameters

Table 4. Flights 108-116 (cont'd)

Channels	108	110	111	112	113	114	115	116
RDBLIP03	SKIP							
RDBLIP04	SKIP							
RDBLIP05	SKIP							
RDBLIP06	SKIP							
RDBLIP07	SKIP							
RDBLIP08	SKIP							
RDBLIP09	SKIP							
RDBLIP10	SKIP							
RDSYNC01	SKIP							
RDSYNC02	SKIP							
RDSYNC03	SKIP							
RDSYNC04	SKIP							
RDSYNC05	SKIP							
RDSYNC06	SKIP							
RDSYNC07	SKIP							
RDSYNC08	SKIP							
RDSYNC09	SKIP							
RDSYNC10	SKIP							
RECNO	SKIP							
SFID	SKIP							
SFID1	SKIP							
SFID10	SKIP							
SFID2	SKIP							
SFID3	SKIP							
SFID4	SKIP							
SFID5	SKIP							
SFID6	SKIP							
SFID7	SKIP							
SFID8	SKIP							
SFID9	SKIP							
AF01	SKIP							
AF03	SKIP							
BL19	SKIP							
CH39	SKIP							
CH89	SKIP							
CH90	SKIP							
IMON	SKIP							
PM05	SKIP							
PM15	SKIP							
PP05	SKIP							
PP15	SKIP							
PP28	SKIP							
X2A6	SKIP							
X2A7	SKIP							

APPENDICES

Appendix A: UH-60A Flight Airloads Data Channels Analyzed

Measurement Name	Description	Measurement Group	Sub Group	Units	Sign Convention
ALPHA	Angle of Attack	Aircraft Parameter	AP1	deg	Nose up
BETA	Angle of SD/SLP	Aircraft Parameter	AP1	deg	Nose left
STABLR	Stab Position	Aircraft Parameter	AP1	deg	Nose up
TRIP	TR Imprest Pitch	Aircraft Parameter	AP1	deg	Left pedal
CART	Ballast Cart Pos	Aircraft Parameter	AP2	FS, in	Aft
COLLSTK	Control Pos Coll	Aircraft Parameter	AP3	%	Up
DMIXA	Mix in Pos Lat	Aircraft Parameter	AP3	%	Right
DMIXE	Mix in Pos Long	Aircraft Parameter	AP3	%	Aft
DMIXR	Mix in Pos Dir	Aircraft Parameter	AP3	%	Right Pedal
PSAFT	Prim Servo Pos Aft	Aircraft Parameter	AP4	%	Up
PSFWD	Prim Servo Pos For	Aircraft Parameter	AP4	%	Up
PSLAT	Prim Servo Pos Lat	Aircraft Parameter	AP4	%	Up
SASA	SAS Out Pos Lat	Aircraft Parameter	AP5	%	Right
SASE	SAS Out Pos Long	Aircraft Parameter	AP5	%	Aft
SASR	SAS Out Pos Dir	Aircraft Parameter	AP5	%	Right
BE01	MR Root Edgewise Bending	Blade Loads	BL1	in-lbs	Edgewise, aft
BE50	MR EB 50% R	Blade Loads	BL1	in-lbs	Edgewise, aft
BN01	MR Root Normal Bending	Blade Loads	BL1	in-lbs	Flap up
BN70	MR NB 70% R	Blade Loads	BL1	in-lbs	Flap up
BR60	MR BR 60% R	Blade Loads	BL2	psi	Tension
SE01	Edgewise Bending Root	Blade Loads	BL3	in-lbs	Edgewise, aft
SE01_TS	Edgewise Bending Root, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SE20	Edgewise Bending 20%R	Blade Loads	BL3	in-lbs	Edgewise, aft
SE20_TS	Edgewise Bending 20%R, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SE30	Edgewise Bending 30%R	Blade Loads	BL3	in-lbs	Edgewise, aft
SE30_TS	Edgewise Bending 30%R, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SE40	Edgewise Bending 40%R	Blade Loads	BL3	in-lbs	Edgewise, aft
SE40_TS	Edgewise Bending 40%R, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SE50	Edgewise Bending 50%R	Blade Loads	BL3	in-lbs	Edgewise, aft
SE50_TS	Edgewise Bending 50%R, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SE60	Edgewise Bending 60%R	Blade Loads	BL3	in-lbs	Edgewise, aft
SE60_TS	Edgewise Bending 60%R, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SE70	Edgewise Bending 70%R	Blade Loads	BL3	in-lbs	Edgewise, aft
SE70_TS	Edgewise Bending 70%R, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SE80	Edgewise Bending 80%R	Blade Loads	BL3	in-lbs	Edgewise, aft
SE80_TS	Edgewise Bending 80%R, time shift to zero azimuth	Blade Loads	BL3	in-lbs	Edgewise, aft
SN01	Normal Bending Root	Blade Loads	BL4	in-lbs	Flap up
SN01_TS	Normal Bending Root, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up

SN20	Normal Bending 20%R	Blade Loads	BL4	in-lbs	Flap up
SN20_TS	Normal Bending 20%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
SN30	Normal Bending 30%R	Blade Loads	BL4	in-lbs	Flap up
SN30_TS	Normal Bending 30%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
SN40	Normal Bending 40%R	Blade Loads	BL4	in-lbs	Flap up
SN40_TS	Normal Bending 40%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
SN50	Normal Bending 50%R	Blade Loads	BL4	in-lbs	Flap up
SN50_TS	Normal Bending 50%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
SN60	Normal Bending 60%R	Blade Loads	BL4	in-lbs	Flap up
SN60_TS	Normal Bending 60%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
SN70	Normal Bending 70%R	Blade Loads	BL4	in-lbs	Flap up
SN70_TS	Normal Bending 70%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
SN80	Normal Bending 80%R	Blade Loads	BL4	in-lbs	Flap up
SN80_TS	Normal Bending 80%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
SN90	Normal Bending 90%R	Blade Loads	BL4	in-lbs	Flap up
SN90_TS	Normal Bending 90%R, time shift to zero azimuth	Blade Loads	BL4	in-lbs	Flap up
ST30	Torsional Bending 30%R	Blade Loads	BL5	in-lbs	Leading edge up
ST30_TS	Torsional Bending 30%R, time shift to zero azimuth	Blade Loads	BL5	in-lbs	Leading edge up
ST50	Torsional Bending 50%R	Blade Loads	BL5	in-lbs	Leading edge up
ST50_TS	Torsional Bending 50%R, time shift to zero azimuth	Blade Loads	BL5	in-lbs	Leading edge up
ST70	Torsional Bending 70%R	Blade Loads	BL5	in-lbs	Leading edge up
ST70_TS	Torsional Bending 70%R, time shift to zero azimuth	Blade Loads	BL5	in-lbs	Leading edge up
ST90	Torsional Bending 90%R	Blade Loads	BL5	in-lbs	Leading edge up
ST90_TS	Torsional Bending 90%R, time shift to zero azimuth	Blade Loads	BL5	in-lbs	Leading edge up
T101	Temp 01% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T103	Temp 05% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T105	Temp 11% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T110	Temp 39% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T113	Temp 61% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T151	Temp 01% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T153	Temp 05% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T155	Temp 11% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T160	Temp 39% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T163	Temp 61% Chrd 22.5%R Top	Blade Loads	BL6	Deg - C	Hotter
T201	Temp 01% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter
T203	Temp 05% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter
T205	Temp 11% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter
T210	Temp 39% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter
T213	Temp 61% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter
T251	Temp 01% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter

T253	Temp 05% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter
T255	Temp 11% Chrd 40.0%R Top	Blade Loads	BL7	Deg - C	Hotter
T260	Temp 39% Chrd 40.0%R Bot	Blade Loads	BL7	Deg - C	Hotter
T263	Temp 61% Chrd 40.0%R Bot	Blade Loads	BL7	Deg - C	Hotter
T401	Temp 01% Chrd 67.5%R Top	Blade Loads	BL8	Deg - C	Hotter
T403	Temp 05% Chrd 67.5%R Top	Blade Loads	BL8	Deg - C	Hotter
T405	Temp 11% Chrd 67.5%R Top	Blade Loads	BL8	Deg - C	Hotter
T410	Temp 39% Chrd 67.5%R Top	Blade Loads	BL8	Deg - C	Hotter
T413	Temp 61% Chrd 67.5%R Top	Blade Loads	BL8	Deg - C	Hotter
T451	Temp 01% Chrd 67.5%R Bot	Blade Loads	BL8	Deg - C	Hotter
T453	Temp 05% Chrd 67.5%R Bot	Blade Loads	BL8	Deg - C	Hotter
T455	Temp 11% Chrd 67.5%R Bot	Blade Loads	BL8	Deg - C	Hotter
T460	Temp 39% Chrd 67.5%R Bot	Blade Loads	BL8	Deg - C	Hotter
T463	Temp 61% Chrd 67.5%R Bot	Blade Loads	BL8	Deg - C	Hotter
T601	Temp 01% Chrd 86.5%R Top	Blade Loads	BL9	Deg - C	Hotter
T603	Temp 05% Chrd 86.5%R Top	Blade Loads	BL9	Deg - C	Hotter
T605	Temp 11% Chrd 86.5%R Top	Blade Loads	BL9	Deg - C	Hotter
T610	Temp 39% Chrd 86.5%R Top	Blade Loads	BL9	Deg - C	Hotter
T613	Temp 61% Chrd 86.5%R Top	Blade Loads	BL9	Deg - C	Hotter
T651	Temp 01% Chrd 86.5%R Bot	Blade Loads	BL9	Deg - C	Hotter
T653	Temp 05% Chrd 86.5%R Bot	Blade Loads	BL9	Deg - C	Hotter
T655	Temp 11% Chrd 86.5%R Bot	Blade Loads	BL9	Deg - C	Hotter
T660	Temp 39% Chrd 86.5%R Bot	Blade Loads	BL9	Deg - C	Hotter
T663	Temp 61% Chrd 86.5%R Bot	Blade Loads	BL9	Deg - C	Hotter
T801	Temp 01% Chrd 96.5%R Top	Blade Loads	BL10	Deg - C	Hotter
T803	Temp 05% Chrd 96.5%R Top	Blade Loads	BL10	Deg - C	Hotter
T805	Temp 11% Chrd 96.5%R Top	Blade Loads	BL10	Deg - C	Hotter
T810	Temp 39% Chrd 96.5%R Top	Blade Loads	BL10	Deg - C	Hotter
T813	Temp 61% Chrd 96.5%R Top	Blade Loads	BL10	Deg - C	Hotter
T851	Temp 01% Chrd 96.5%R Bot	Blade Loads	BL10	Deg - C	Hotter
T853	Temp 05% Chrd 96.5%R Bot	Blade Loads	BL10	Deg - C	Hotter
T855	Temp 11% Chrd 96.5%R Bot	Blade Loads	BL10	Deg - C	Hotter
T860	Temp 39% Chrd 96.5%R Bot	Blade Loads	BL10	Deg - C	Hotter
T863	Temp 61% Chrd 96.5%R Bot	Blade Loads	BL10	Deg - C	Hotter
AA	Speed of sound	Derived Parameters	DP1	kts	-
AMU	Advance Ratio	Derived Parameters	DP2	-nd-	-
AXCGC	AXCG Corrected to true CG	Derived Parameters	DP3	ft/s2	Forward
AYCGC	AYCG Corrected to true CG	Derived Parameters	DP3	ft/s2	Right
AZCGC	AZCG Corrected to true CG	Derived Parameters	DP3	ft/s2	Up
CP	Coefficient of Power	Derived Parameters	DP4	-nd-	-
CT	Coefficient of Thrust	Derived Parameters	DP4	-nd-	-
CTTR	Thrust Coeff. - Tail Rotor	Derived Parameters	DP4	--	Increase
DELSTAB	Stabilator Angle Diff/Ideal	Derived Parameters	DP5	deg	-
HDG TRU	True Heading	Derived Parameters	DP5	deg	-
DELTAB	Boom ambient air pressure ratio (drv)	Derived Parameters	DP6	-nd-	-
SIGMAB	Boom air density ratio (drv)	Derived Parameters	DP6	-nd-	-
THETA	Air temperature ratio (drv)	Derived Parameters	DP6	-nd-	-
EQ1C	Corrected Shaft Torque Engine1	Derived Parameters	DP7	ft-lbs	-
EQ2C	Corrected Shaft Torque Engine2	Derived Parameters	DP7	ft-lbs	-
FSCG	Fuselage Station C. G.	Derived Parameters	DP8	FS, in	Aft
GW	Aircraft gross weight (drv)	Derived Parameters	DP9	lbs	Increase

H3DP	Boom static air pressure, corrected for position error	Derived Parameters	DP10	psia	Compression
HDB	Boom density altitude (drv)	Derived Parameters	DP11	ft	Higher
HPB	Pressure Altitude (Boom)	Derived Parameters	DP11	feet	Higher
HPS	Pressure Altitude (Ship)	Derived Parameters	DP11	feet	Higher
LSSXC	Calibrated Lassie X True	Derived Parameters	DP12	kts	Forward
LSSYC	Calibrated Lassie Y True	Derived Parameters	DP12	kts	Right
MTIP	Advancing Tip Mach Number	Derived Parameters	DP13	Mach	-
RHO	Air density	Derived Parameters	DP14	lbs/ft ³	-
SHP1	Shaft HP Engine 1	Derived Parameters	DP15	Hp	Increase
SHP2	Shaft HP Engine 2	Derived Parameters	DP15	Hp	Increase
SHPLOSS	Shaft HP Loss	Derived Parameters	DP15	Hp	Increase
SHPMR	Main Rotor Shaft HP	Derived Parameters	DP15	Hp	Increase
SHPROTOR	Total Main and Tail SHP	Derived Parameters	DP15	Hp	Increase
SHPT	Combined Engine Shaft Hp	Derived Parameters	DP15	Hp	Increase
SHPTR	Tail Rotor Shaft HP	Derived Parameters	DP15	Hp	Increase
UBODYBC	Boom longitudinal velocity/cg	Derived Parameters	DP16	ft/s	Increase
VBODYBC	Boom lateral velocity/cg	Derived Parameters	DP16	ft/s	Increase
WBODYBC	Boom vertical velocity/cg	Derived Parameters	DP16	ft/s	Increase
VCALB	Boom calibrated airspeed (drv)	Derived Parameters	DP17	kts	Forward
VCALS	Ship calibrated airsp.	Derived Parameters	DP17	kts	Forward
VICB	Instrument corrected airspeed, boom system	Derived Parameters	DP17	kts	Forward
VICS	Indicated ship airspeed (corr)	Derived Parameters	DP17	kts	Forward
VT	True Boom/Lassie Airspeed	Derived Parameters	DP17	kts	Forward
VTB	Boom true airspeed (drv)	Derived Parameters	DP17	kts	Forward
VTS	TRUE AIRSPEED (SHIP)	Derived Parameters	DP17	kts	Forward
EF06	Eng2 Fuel Rate	Engine Parameters	EP1	gal/hr	Increase
EG01	#1 Engine Gas Gen Spd	Engine Parameters	EP2	%	Increase
EG02	#2 Engine Gas Gen Spd	Engine Parameters	EP2	%	Increase
EP01	#1 Eng Power Turb Spd	Engine Parameters	EP2	%	Increase
EP02	#2 Eng Power Turb Spd	Engine Parameters	EP2	%	Increase
FCTS1	Eng1 Fuel Tot	Engine Parameters	EP3	gal	Increase
FCTS2	Eng2 Fuel Tot	Engine Parameters	EP3	gal	Increase
FCTSAPU	APU Fuel Total	Engine Parameters	EP3	gal	Increase
MGT1	Turb1 Exh Temp	Engine Parameters	EP4	deg- C	Hotter
MGT2	Turb2 Exh Temp	Engine Parameters	EP4	deg- C	Hotter
QEIC1	Eng1 Shaft Q	Engine Parameters	EP5	ft-lbs	Increase
QEIC2	Eng2 Shaft Q	Engine Parameters	EP5	ft-lbs	Increase
WFVOL1	Eng1 Fuel Rate	Engine Parameters	EP6	gal/hr	Increase
WFVOL2	Eng2 Fuel Rate	Engine Parameters	EP6	gal/hr	Increase
ATTL	Raw Laser Azimuth	Langley Parameters	LP1	deg	Increase
ATTR	Raw TTR Azimuth	Langley Parameters	LP1	deg	Increase
AZ	Azimuth From LRC (0,0), Laser	Langley Parameters	LP1	deg	Increase
EL	Elevation From LRC (0,0), Laser	Langley Parameters	LP1	deg	Increase
ETTL	Raw Laser Elevation	Langley Parameters	LP1	deg	Increase
ETTR	Raw TTR Elevation	Langley Parameters	LP1	deg	Increase
HUMID	CROWS Humidity	Langley Parameters	LP2	%	Increase
PRESS	CROWS Barometric Pressure	Langley Parameters	LP3	inHg	Increase
RANGE	Distance From (0,0) From Laser	Langley Parameters	LP4	ft	Increase
RTTL	Raw Laser Range	Langley Parameters	LP4	ft	-
RTTR	Raw TTR Range	Langley Parameters	LP4	ft	-

TEMP	CROWS Temperature	Langley Parameters	LP5	deg - F	Increase
TMALPHA	Angle of Attack (DAA0), T/M	Langley Parameters	LP6	deg	Increase
TMBETA	Sideslip Angle (DSS0), T/M	Langley Parameters	LP6	deg	Increase
TMPHI	Roll (DA01) from Telemetry	Langley Parameters	LP6	deg	Increase
TMPSI	Yaw (DA02) from Telemetry	Langley Parameters	LP6	deg	Increase
TMTHETA	Pitch (DA00) from Telemetry	Langley Parameters	LP6	deg	Increase
WINDDR	CROWS Wind Direction	Langley Parameters	LP6	deg	-
WINDSP	CROWS Wind Speed	Langley Parameters	LP7	kts	-
XLASER	LRC X from Laser	Langley Parameters	LP8	ft	-
XRADAR	LRC X from TTR Radar	Langley Parameters	LP8	ft	-
YLASER	LRC Y from Laser	Langley Parameters	LP8	ft	-
YRADAR	LRC Y from TTR Radar	Langley Parameters	LP8	ft	-
ZLASER	LRC Z (Up) from Laser	Langley Parameters	LP8	ft	-
ZRADAR	LRC Z (Up) from TTR Radar	Langley Parameters	LP8	ft	-
XLDOT	Rate of XLASER (VX)	Langley Parameters	LP9	ft/s	-
YLDOT	Rate of YLASER (VY)	Langley Parameters	LP9	ft/s	-
ZLDOT	Rate of ZLASER (VZ)	Langley Parameters	LP9	ft/s	-
CC1	Chord Force at 0.225R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC2	Chord Force at 0.400R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC3	Chord Force at 0.550R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC4	Chord Force at 0.675R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC5	Chord Force at 0.775R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC6	Chord Force at 0.865R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC7	Chord Force at 0.920R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC8	Chord Force at 0.965R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CC9	Chord Force at 0.990R	Pressure Meas.	PM2	lbs/in	toward blade leading edge
CM1	Section Moment at 0.225R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM2	Section Moment at 0.400R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM3	Section Moment at 0.550R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM4	Section Moment at 0.675R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM5	Section Moment at 0.775R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM6	Section Moment at 0.865R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM7	Section Moment at 0.920R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM8	Section Moment at 0.965R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CM9	Section Moment at 0.990R	Pressure Meas.	PM3	in-lbs/in	Leading edge up
CN1	Normal Force at 0.225R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
CN2	Normal Force at 0.400R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
CN3	Normal Force at 0.550R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
CN4	Normal Force at 0.675R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line

CN5	Normal Force at 0.775R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
CN6	Normal Force at 0.865R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
CN7	Normal Force at 0.920R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
CN8	Normal Force at 0.965R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
CN9	Normal Force at 0.990R	Pressure Meas.	PM4	lbs/in	up, \perp to chord line
P101	Pres 1.0%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P103	Pres 4.9%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P105	Pres 10.6%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P106	Pres 16.4%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P107	Pres 20.3%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P108	Pres 25.0%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P110	Pres 39.5%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P113	Pres 60.7%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P114	Pres 81.9%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P115	Pres 93.9%Chrd 22.5%R Top	Pressure Meas.	PM5	psi	Compression
P151	Pres 1.0%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P153	Pres 4.9%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P155	Pres 10.6%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P156	Pres 16.4%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P157	Pres 20.3%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P158	Pres 25.0%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P160	Pres 39.5%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P163	Pres 60.7%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P164	Pres 81.9%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P165	Pres 93.9%Chrd 22.5%R Bot	Pressure Meas.	PM6	psi	Compression
P201	Pres 1.0%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P203	Pres 4.9%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P205	Pres 10.6%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P206	Pres 16.4%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P207	Pres 20.3%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P208	Pres 25.0%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P210	Pres 39.5%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P213	Pres 60.7%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P214	Pres 81.9%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P215	Pres 93.9%Chrd 40.0%R Top	Pressure Meas.	PM7	psi	Compression
P251	Pres 1.0%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P253	Pres 4.9%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P255	Pres 10.6%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P256	Pres 16.4%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P257	Pres 20.3%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P258	Pres 25.0%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P260	Pres 39.5%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P263	Pres 60.7%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P264	Pres 81.9%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P265	Pres 93.9%Chrd 40.0%R Bot	Pressure Meas.	PM8	psi	Compression
P301	Pres 1.0%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P303	Pres 4.9%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression

P305	Pres 10.6%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P306	Pres 16.4%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P307	Pres 20.3%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P308	Pres 25.0%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P310	Pres 39.5%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P313	Pres 60.7%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P314	Pres 81.9%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P315	Pres 93.9%Chrd 55.0%R Top	Pressure Meas.	PM9	psi	Compression
P351	Pres 1.0%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P353	Pres 4.9%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P355	Pres 10.6%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P356	Pres 16.4%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P357	Pres 20.3%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P358	Pres 25.0%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P360	Pres 39.5%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P363	Pres 60.7%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P364	Pres 81.9%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P365	Pres 93.9%Chrd 55.0%R Bot	Pressure Meas.	PM10	psi	Compression
P401	Pres 1.0%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P403	Pres 4.9%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P405	Pres 10.6%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P406	Pres 16.4%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P407	Pres 20.3%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P408	Pres 25.0%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P410	Pres 39.5%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P413	Pres 60.7%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P414	Pres 81.9%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P415	Pres 93.9%Chrd 67.5%R Top	Pressure Meas.	PM11	psi	Compression
P451	Pres 1.0%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P453	Pres 4.9%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P455	Pres 10.6%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P456	Pres 16.4%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P457	Pres 20.3%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P458	Pres 25.0%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P460	Pres 39.5%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P463	Pres 60.7%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P464	Pres 81.9%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P465	Pres 93.9%Chrd 67.5%R Bot	Pressure Meas.	PM12	psi	Compression
P421	Pres 1.0%Chrd 70.8%R Top	Pressure Meas.	PM13	psi	Compression
P423	Pres 4.9%Chrd 70.8%R Top	Pressure Meas.	PM13	psi	Compression
P473	Pres 4.9%Chrd 70.8%R Bot	Pressure Meas.	PM14	psi	Compression
P431	Pres 1.0%Chrd 74.1%R Top	Pressure Meas.	PM15	psi	Compression
P433	Pres 4.9%Chrd 74.1%R Top	Pressure Meas.	PM15	psi	Compression
P483	Pres 4.9%Chrd 74.1%R Bot	Pressure Meas.	PM16	psi	Compression
P501	Pres 1.0%Chrd 77.3%R Top	Pressure Meas.	PM17	psi	Compression
P502	Pres 3.0%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P503	Pres 4.9%Chrd 77.3%R Top	Pressure Meas.	PM17	psi	Compression
P504	Pres 8.0%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P505	Pres 10.6%Chrd 77.3%R Top	Pressure Meas.	PM17	psi	Compression
P506	Pres 16.4%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P507	Pres 20.3%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P508	Pres 25.0%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression

P510	Pres 39.5%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P513	Pres 60.7%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P514	Pres 81.9%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P515	Pres 93.9%Chrd 77.5%R Top	Pressure Meas.	PM17	psi	Compression
P551	Pres 1.0%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P552	Pres 3.0%Chrd 77.3%R Bot	Pressure Meas.	PM18	psi	Compression
P553	Pres 4.9%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P554	Pres 8.0%Chrd 77.3%R Bot	Pressure Meas.	PM18	psi	Compression
P555	Pres 10.6%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P556	Pres 16.4%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P557	Pres 20.3%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P558	Pres 25.0%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P560	Pres 39.5%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P563	Pres 60.7%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P564	Pres 81.9%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P565	Pres 93.9%Chrd 77.5%R Bot	Pressure Meas.	PM18	psi	Compression
P522	Pres 3.0% Chrd 80.6%R Top	Pressure Meas.	PM19	psi	Compression
P523	Pres 4.9%Chrd 80.6%R Top	Pressure Meas.	PM19	psi	Compression
P573	Pres 4.9%Chrd 80.6%R Bot	Pressure Meas.	PM20	psi	Compression
P532	Pres 3.0% Chrd 83.5%R Top	Pressure Meas.	PM21	psi	Compression
P533	Pres 4.9%Chrd 83.5%R Top	Pressure Meas.	PM21	psi	Compression
P583	Pres 4.9%Chrd 83.5%R Bot	Pressure Meas.	PM22	psi	Compression
P601	Pres 1.0%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P602	Pres 3.0%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P603	Pres 4.9%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P604	Pres 8.0%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P605	Pres 10.6%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P606	Pres 16.4%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P607	Pres 20.3%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P608	Pres 25.0%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P609	Pres 32.0%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P610	Pres 39.5%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P611	Pres 46.0%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P612	Pres 53.0%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P613	Pres 60.7%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P614	Pres 81.9%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P615	Pres 93.9%Chrd 86.5%R Top	Pressure Meas.	PM23	psi	Compression
P651	Pres 1.0%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P652	Pres 3.0%Chrd 86.3%R Bot	Pressure Meas.	PM24	psi	Compression
P653	Pres 4.9%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P654	Pres 8.0%Chrd 86.3%R Bot	Pressure Meas.	PM24	psi	Compression
P655	Pres 10.6%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P656	Pres 16.4%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P657	Pres 20.3%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P658	Pres 25.0%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P659	Pres 32.0%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P660	Pres 39.5%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P663	Pres 60.7%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P664	Pres 81.9%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P665	Pres 93.9%Chrd 86.5%R Bot	Pressure Meas.	PM24	psi	Compression
P621	Pres 1.0%Chrd 89.3%R Top	Pressure Meas.	PM25	psi	Compression
P623	Pres 4.9%Chrd 89.3%R Top	Pressure Meas.	PM25	psi	Compression

P673	Pres 4.9%Chrd 89.3%R Bot	Pressure Meas.	PM26	psi	Compression
P701	Pres 1.0%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P702	Pres 3.0%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P703	Pres 4.9%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P704	Pres 8.0%Chrd91.8%R Top	Pressure Meas.	PM27	psi	Compression
P705	Pres 10.6%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P706	Pres 16.4%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P707	Pres 20.3%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P708	Pres 25.0%Chrd91.80%R Top	Pressure Meas.	PM27	psi	Compression
P709	Pres 32.0%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P710	Pres 39.5%Chrd91.8%R Top	Pressure Meas.	PM27	psi	Compression
P711	Pres 46.0%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P712	Pres 53.0%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P713	Pres 60.7%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P714	Pres 81.9%Chrd 91.8%R Top	Pressure Meas.	PM27	psi	Compression
P715	Pres 93.9%Chrd91.8%R Top	Pressure Meas.	PM27	psi	Compression
P751	Pres 1.0%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P752	Pres 3.0%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P753	Pres 4.9%Chrd91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P754	Pres 8.0%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P755	Pres 10.7%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P756	Pres 16.4%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P757	Pres 20.3%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P758	Pres 25.0%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P759	Pres 32.0%Chrd91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P760	Pres 39.5%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P761	Pres 46.0%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P763	Pres 60.7%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P764	Pres 81.9%Chrd 91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P765	Pres 93.9%Chrd91.8%R Bot	Pressure Meas.	PM28	psi	Compression
P721	Pres 1.0%Chrd 94.2%R Top	Pressure Meas.	PM29	psi	Compression
P723	Pres 4.9%Chrd 94.2%R Top	Pressure Meas.	PM29	psi	Compression
P773	Pres 4.9%Chrd 94.2%R Bot	Pressure Meas.	PM30	psi	Compression
P801	Pres 1.0%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P802	Pres 3.0%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P803	Pres 4.9%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P804	Pres 8.0%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P805	Pres 10.6%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P806	Pres 16.4%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P807	Pres 20.3%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P808	Pres 25.0%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P809	Pres 32.0%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P810	Pres 39.5%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P811	Pres 46.0%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P812	Pres 53.0%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P813	Pres 60.7%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P814	Pres 81.9%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P815	Pres 93.9%Chrd 96.5%R Top	Pressure Meas.	PM31	psi	Compression
P851	Pres 1.0%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P852	Pres 3.0%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P853	Pres 4.9%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P854	Pres 8.0%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression

P855	Pres 10.6%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P856	Pres 16.4%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P857	Pres 20.3%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P858	Pres 25.0%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P859	Pres 32.0%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P860	Pres 39.5%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P861	Pres 46.0%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P862	Pres 53.0%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P863	Pres 60.7%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P864	Pres 81.9%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P865	Pres 93.9%Chrd 96.5%R Bot	Pressure Meas.	PM32	psi	Compression
P821	Pres 1.0%Chrd 97.5%R Top	Pressure Meas.	PM33	psi	Compression
P823	Pres 4.9%Chrd 97.5%R Top	Pressure Meas.	PM33	psi	Compression
P873	Pres 4.9%Chrd 97.5%R Bot	Pressure Meas.	PM34	psi	Compression
P901	Pres 1.0%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P902	Pres 3.0%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P903	Pres 4.9%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P904	Pres 8.0%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P905	Pres 10.6%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P906	Pres 16.4%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P907	Pres 20.3%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P908	Pres 25.0%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P909	Pres 32.0%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P910	Pres 39.5%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P911	Pres 46.0%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P912	Pres 53.0%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P913	Pres 60.7%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P914	Pres 81.9%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P915	Pres 93.9%Chrd 99.0%R Top	Pressure Meas.	PM35	psi	Compression
P951	Pres 1.0%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P952	Pres 3.0%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P953	Pres 4.9%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P954	Pres 8.0%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P955	Pres 10.6%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P956	Pres 16.4%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P957	Pres 20.3%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P958	Pres 25.0%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P959	Pres 32.0%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P960	Pres 39.5%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P961	Pres 46.0%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P962	Pres 53.0%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P963	Pres 60.7%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P964	Pres 81.9%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
P965	Pres 93.9%Chrd 99.0%R Bot	Pressure Meas.	PM36	psi	Compression
AE30	Accel Edgewise 30%R	Rotor Accelerometers	RA1	g's	Tip aft
AE50	Accel Edgewise 50%R	Rotor Accelerometers	RA1	g's	Tip aft
AE70	Accel Edgewise 70%R	Rotor Accelerometers	RA1	g's	Tip aft
AE90	Accel Edgewise 90%R	Rotor Accelerometers	RA1	g's	Tip aft
AH01	Bifilar Accel 1	Rotor Accelerometers	RA2	g's	Counter-clockwise
AH02	Bifilar Accel 2	Rotor Accelerometers	RA2	g's	Counter-clockwise

AH03	Bifilar Accel 3	Rotor Accelerometers	RA2	g's	Counter-clockwise
AH04	Bifilar Accel 4	Rotor Accelerometers	RA2	g's	Counter-clockwise
AH11	Hub Arm Accel 1	Rotor Accelerometers	RA2	g's	Up
AH12	Hub Arm Accel 2	Rotor Accelerometers	RA2	g's	Up
AH13	Hub Arm Accel 3	Rotor Accelerometers	RA2	g's	Up
AH14	Hub Arm Accel 4	Rotor Accelerometers	RA2	g's	Up
AH0V	RDAS Outboard Accel Z	Rotor Accelerometers	RA3	g's	Up
AH0X	Hub Accel X*	Rotor Accelerometers	RA3	g's	Inboard
AH0Y	Hub Accel Y*	Rotor Accelerometers	RA3	g's	Counter-clockwise
AH0Z	Hub Accel Z*	Rotor Accelerometers	RA3	g's	Up
AMF2	Mid Accel Flap 2 12.5%R	Rotor Accelerometers	RA4	g's	Tip up
AMF3	Mid Accel Flap 3 12.5%R	Rotor Accelerometers	RA4	g's	Tip up
AMF4	Mid Accel Flap 4 12.5%R	Rotor Accelerometers	RA4	g's	Tip up
AMF5	Mid Accel Flap 5	Rotor Accelerometers	RA4	g's	Tip up
AN30	Accel Norm Fwd 30%R	Rotor Accelerometers	RA5	g's	Tip up
AN50	Accel Norm Fwd 50%R	Rotor Accelerometers	RA5	g's	Tip up
AN70	Accel Norm Fwd 70%R	Rotor Accelerometers	RA5	g's	Tip up
AN90	Accel Norm Fwd 90%R	Rotor Accelerometers	RA5	g's	Tip up
AN31	Accel Norm Aft 30%R	Rotor Accelerometers	RA6	g's	Tip up
AN51	Accel Norm Aft 50%R	Rotor Accelerometers	RA6	g's	Tip up
AN71	Accel Norm Aft 70%R	Rotor Accelerometers	RA6	g's	Tip up
AN91	Accel Norm Aft 90%R	Rotor Accelerometers	RA6	g's	Tip up
ARF1	Root Accel Flap 1 8.8% R	Rotor Accelerometers	RA7	g's	Tip up
ARF2	Root Accel Flap 2 8.8% R	Rotor Accelerometers	RA7	g's	Tip up
ARF3	Root Accel Flap 3 8.8% R	Rotor Accelerometers	RA7	g's	Tip up
ARF4	Root Accel Flap 4 8.8%R	Rotor Accelerometers	RA7	g's	Tip up
ATF2	Tip Accel Flap 2 96.4%R	Rotor Accelerometers	RA8	g's	Tip up
ATF3	Tip Accel Flap 3 96.4%R	Rotor Accelerometers	RA8	g's	Tip up
ATF4	Tip Accel Flap 4 96.4%R	Rotor Accelerometers	RA8	g's	Tip up
ATF5	Tip Accel Flap 5 96.4%R	Rotor Accelerometers	RA8	g's	Tip up
AZIMUTH	Corrected Rotor Azimuth	Rotor Parameters	RP1	deg	Increase
AZIMUTH C	Rotor Azimuth corrected for dropouts	Rotor Parameters	RP1	deg	Increase
BP10	MR Pushrod Load (1)	Rotor Parameters	RP2	lbs	Tension
BP10_TS	MR Pushrod Load (1), time shift to zero azimuth	Rotor Parameters	RP2	lbs	Tension
BP20	MR Pushrod Load (2)	Rotor Parameters	RP2	lbs	Tension
BP20_TS	MR Pushrod Load (2), time shift to zero azimuth	Rotor Parameters	RP2	lbs	Tension
BP30	MR Pushrod Load (3)	Rotor Parameters	RP2	lbs	Tension
BP30_TS	MR Pushrod Load (3), time shift to zero azimuth	Rotor Parameters	RP2	lbs	Tension
BP40	MR Pushrod Load (4)	Rotor Parameters	RP2	lbs	Tension
BP40_TS	MR Pushrod Load (4), time shift to zero azimuth	Rotor Parameters	RP2	lbs	Tension
FLAP1	Corrected Blade 1 Flap	Rotor Parameters	RP3	deg	Tip up
FLAP1_TS	Corrected Blade 1 Flap, time shift to zero azimuth	Rotor Parameters	RP3	deg	Tip up
FLAP2	Corrected Blade 2 Flap	Rotor Parameters	RP3	deg	Tip up

FLAP2_TS	Corrected Blade 2 Flap, time shift to zero azimuth	Rotor Parameters	RP3	deg	Tip up
FLAP3	Corrected Blade 3 Flap	Rotor Parameters	RP3	deg	Tip up
FLAP3_TS	Corrected Blade 3 Flap, time shift to zero azimuth	Rotor Parameters	RP3	deg	Tip up
FLAP4	Corrected Blade 4 Flap	Rotor Parameters	RP3	deg	Tip up
FLAP4_TS	Corrected Blade 4 Flap, time shift to zero azimuth	Rotor Parameters	RP3	deg	Tip up
LEADLAG1	Corrected Blade 1 Leadlag	Rotor Parameters	RP4	deg	Tip aft
LEADLAG1_TS	Corrected Blade 1 Leadlag, time shift to zero azimuth	Rotor Parameters	RP4	deg	Tip aft
LEADLAG2	Corrected Blade 2 Leadlag	Rotor Parameters	RP4	deg	Tip aft
LEADLAG2_TS	Corrected Blade 2 Leadlag, time shift to zero azimuth	Rotor Parameters	RP4	deg	Tip aft
LEADLAG3	Corrected Blade 3 Leadlag	Rotor Parameters	RP4	deg	Tip aft
LEADLAG3_TS	Corrected Blade 3 Leadlag, time shift to zero azimuth	Rotor Parameters	RP4	deg	Tip aft
LEADLAG4	Corrected Blade 4 Leadlag	Rotor Parameters	RP4	deg	Tip aft
LEADLAG4_TS	Corrected Blade 4 Leadlag, time shift to zero azimuth	Rotor Parameters	RP4	deg	Tip aft
MQIN	Main Rotor Shaft Torque	Rotor Parameters	RP5	in-lbs	-
MR10	MR Link Load Fwd Sens	Rotor Parameters	RP6	lbs	Increase
MR11	MR Link Load Lat Sens	Rotor Parameters	RP6	lbs	Increase
MR13	MR Link Load Aft Sens	Rotor Parameters	RP6	lbs	Increase
MR14	MR Sta Scissors Sens	Rotor Parameters	RP6	lbs	Increase
MRALSS	MR Link Load Aft	Rotor Parameters	RP6	lbs	Tension
MRFLSS	MR Link Load Fwd	Rotor Parameters	RP6	lbs	Tension
MRLSS	MR Link Load Lat	Rotor Parameters	RP6	lbs	Tension
MRSTASC	MR Sta Scissors	Rotor Parameters	RP6	lbs	Tension
MREV	MR 1/rev	Rotor Parameters	RP7	event	-
MRFLAP1	MR Flapping (1)	Rotor Parameters	RP8	deg	Tip up
MRFLAP1_TS	MR Flapping (1), time shift to zero azimuth	Rotor Parameters	RP8	deg	Tip up
MRFLAP2	MR Flapping (2)	Rotor Parameters	RP8	deg	Tip up
MRFLAP2_TS	MR Flapping (2), time shift to zero azimuth	Rotor Parameters	RP8	deg	Tip up
MRFLAP3	MR Flapping (3)	Rotor Parameters	RP8	deg	Tip up
MRFLAP3_TS	MR Flapping (3), time shift to zero azimuth	Rotor Parameters	RP8	deg	Tip up
MRFLAP4	MR Flapping (4)	Rotor Parameters	RP8	deg	Tip up
MRFLAP4_TS	MR Flapping (4), time shift to zero azimuth	Rotor Parameters	RP8	deg	Tip up
MRLAG1	MR Lead-Lag (1)	Rotor Parameters	RP9	deg	Tip aft
MRLAG1_TS	MR Lead-Lag (1), time shift to zero azimuth	Rotor Parameters	RP9	deg	Tip aft
MRLAG2	MR Lead-Lag (2)	Rotor Parameters	RP9	deg	Tip aft
MRLAG2_TS	MR Lead-Lag (2), time shift to zero azimuth	Rotor Parameters	RP9	deg	Tip aft
MRLAG3	MR Lead-Lag (3)	Rotor Parameters	RP9	deg	Tip aft
MRLAG3_TS	MR Lead-Lag (3), time shift to zero azimuth	Rotor Parameters	RP9	deg	Tip aft
MRLAG4	MR Lead-Lag (4)	Rotor Parameters	RP9	deg	Tip aft

MRLAG4_TS	MR Lead-Lag (4), time shift to zero azimuth	Rotor Parameters	RP9	deg	Tip aft
MRPITCH1	MR Pitch (1)	Rotor Parameters	RP10	deg	Leading edge up
MRPITCH1_TS	MR Pitch (1), time shift to zero azimuth	Rotor Parameters	RP10	deg	Leading edge up
MRPITCH2	MR Pitch (2)	Rotor Parameters	RP10	deg	Leading edge up
MRPITCH2_TS	MR Pitch (2), time shift to zero azimuth	Rotor Parameters	RP10	deg	Leading edge up
MRPITCH3	MR Pitch (3)	Rotor Parameters	RP10	deg	Leading edge up
MRPITCH3_TS	MR Pitch (3), time shift to zero azimuth	Rotor Parameters	RP10	deg	Leading edge up
MRPITCH4	MR Pitch (4)	Rotor Parameters	RP10	deg	Leading edge up
MRPITCH4_TS	MR Pitch (4), time shift to zero azimuth	Rotor Parameters	RP10	deg	Leading edge up
MRTRAZI	MR/TR 1/rev	Rotor Parameters	RP11	event	-
PITCHC1	Corrected Blade 1 Pitch	Rotor Parameters	RP12	deg	Leading edge up
PITCHC1_TS	Corrected Blade 1 Pitch, time shift to zero azimuth	Rotor Parameters	RP12	deg	Leading edge up
PITCHC2	Corrected Blade 2 Pitch	Rotor Parameters	RP12	deg	Leading edge up
PITCHC2_TS	Corrected Blade 2 Pitch, time shift to zero azimuth	Rotor Parameters	RP12	deg	Leading edge up
PITCHC3	Corrected Blade 3 Pitch	Rotor Parameters	RP12	deg	Leading edge up
PITCHC3_TS	Corrected Blade 3 Pitch, time shift to zero azimuth	Rotor Parameters	RP12	deg	Leading edge up
PITCHC4	Corrected Blade 4 Pitch	Rotor Parameters	RP12	deg	Leading edge up
PITCHC4_TS	Corrected Blade 4 Pitch, time shift to zero azimuth	Rotor Parameters	RP12	deg	Leading edge up
QTR2	Tail rotor shaft torque #2	Rotor Parameters	RP13	in-lbs	-
QTR3	Tail rotor shaft torque #3	Rotor Parameters	RP13	in-lbs	-
QTRA	Tail Rotor Torque A	Rotor Parameters	RP13	in-lbs	-
QTRB	Tail Rotor Torque B	Rotor Parameters	RP13	in-lbs	-
RL01	Damper Load 1	Rotor Parameters	RP14	lbs	Compression
RL01_TS	Damper Load 1, time shift to zero azimuth	Rotor Parameters	RP14	lbs	Compression
RL02	Damper Load 2	Rotor Parameters	RP14	lbs	Compression
RL02_TS	Damper Load 2, time shift to zero azimuth	Rotor Parameters	RP14	lbs	Compression
RL03	Damper Load 3	Rotor Parameters	RP14	lbs	Compression
RL03_TS	Damper Load 3, time shift to zero azimuth	Rotor Parameters	RP14	lbs	Compression
RL04	Damper Load 4	Rotor Parameters	RP14	lbs	Compression
RL04_TS	Damper Load 4, time shift to zero azimuth	Rotor Parameters	RP14	lbs	Compression
ROTOR1	Rotor Position	Rotor Parameters	RP15	deg	CCW from top
RP01	Damper Position	Rotor Parameters	RP16	in	Edgewise aft
RQ10	MR Torque	Rotor Parameters	RP17	ft-lbs	Counterclockwise from the top
RQ11	MR Shaft Bending	Rotor Parameters	RP18	in-lbs	Blade 1 @ 0 Nose up
RQ12	MR Shaft Bending	Rotor Parameters	RP18	in-lbs	Blade 1 @ 90 Nose up
AXCG	Lin Accel Cg-Long	Test Condition Meas.	TCM1	g's	Forward

AYCG	Lin Accel Cg-Lat	Test Condition Meas.	TCM1	g's	Right
AZCG	Lin Accel Cg-Normal	Test Condition Meas.	TCM1	g's	Up
H001	Altitude (boom)	Test Condition Meas.	TCM2	inHg	Compression
H002	Altitude (ship)	Test Condition Meas.	TCM2	inHg	Compression
HEADING	Heading	Test Condition Meas.	TCM3	deg	North-0 South-180
LATSTK	Control Pos Lat	Test Condition Meas.	TCM4	%	Right
LONGSTK	Control Pos Long	Test Condition Meas.	TCM4	%	Aft
LSSX	LowairX (LASSIE)	Test Condition Meas.	TCM5	kts	Forward
LSSY	LowairY (LASSIE)	Test Condition Meas.	TCM5	kts	Right
LSSZ	LowairZ (LASSIE)	Test Condition Meas.	TCM5	ft/min	Rotor downwash, up
PEDAL	Control Pos Dir	Test Condition Meas.	TCM6	%	Rt Ped
PITCHATT	Attitude Pitch	Test Condition Meas.	TCM7	deg	Nose up
ROLLATT	Attitude Roll	Test Condition Meas.	TCM7	deg	Roll right
PTCHACC	Pitch Accel	Test Condition Meas.	TCM8	d/s ²	Nose up
ROLLACC	Roll Accel	Test Condition Meas.	TCM8	d/s ²	Roll right
YAWACC	Yaw Accel	Test Condition Meas.	TCM8	d/s ²	Nose right
PTCHRATE	Angular Rate Pitch	Test Condition Meas.	TCM9	d/s	Nose up
ROLLRATE	Angular Rate Roll	Test Condition Meas.	TCM9	d/s	Roll right
YAWRATE	Angular Rate Yaw	Test Condition Meas.	TCM9	d/s	Nose right
RADALT	Altitude (Radar)	Test Condition Meas.	TCM10	ft	-
RPMMR	Rotor Speed	Test Condition Meas.	TCM11	rpm	CCW from top
VR05DRPM	DIGITAL RPM	Test Condition Meas.	TCM11	rpm	CCW from top
T100	Outside Air Temperature	Test Condition Meas.	TCM12	Deg - C	Hotter
V001	Airspeed (boom)	Test Condition Meas.	TCM13	inHg	Compression
V002	Airspeed (ship)	Test Condition Meas.	TCM13	inHg	Compression
AC23	Co Pilot Vert	Vibration Parameters	VP1	g's	Up
AC51	Fwd Cockpit Floor Vert	Vibration Parameters	VP1	g's	Up
AC53	Pilot Vert	Vibration Parameters	VP1	g's	Up
AF21	Fwd Cabin L Ver	Vibration Parameters	VP1	g's	Up
AF25	Aft Cabin L Ver	Vibration Parameters	VP1	g's	Up
AF51	Fwd Cabin R Ver	Vibration Parameters	VP1	g's	Up
AF53	Mid Cabin Right Vert	Vibration Parameters	VP1	g's	Up
AF55	Aft Cabin R Ver	Vibration Parameters	VP1	g's	Up
AF57	FS 443 Vert	Vibration Parameters	VP1	g's	Up
AC24	Co Pilot Lat	Vibration Parameters	VP2	g's	Right
AC52	Fwd Cockpit Floor Lat	Vibration Parameters	VP2	g's	Right
AC54	Pilot Lat	Vibration Parameters	VP2	g's	Right
AF52	Fwd Cabin R Lat	Vibration Parameters	VP2	g's	Right
AF54	Mid Cabin Right Lat	Vibration Parameters	VP2	g's	Right
AF56	Aft Cabin R Lat	Vibration Parameters	VP2	g's	Right
AF58	FS 443 Lat	Vibration Parameters	VP2	g's	Right
AC99	Pilot Long	Vibration Parameters	VP3	g's	Forward
AT01	Mid Tail Cone Vert	Vibration Parameters	VP4	g's	Up
AT03	Int. Gear Box Vert	Vibration Parameters	VP4	g's	Up
AT07	Vert Tail Ver	Vibration Parameters	VP4	g's	Up
AT25	Horz Tip L Vert	Vibration Parameters	VP4	g's	Up
AT55	Horz Tip R Vert	Vibration Parameters	VP4	g's	Up
AT02	Mid Tail Cone Lat	Vibration Parameters	VP5	g's	Right
AT08	Vert Tail Lat	Vibration Parameters	VP5	g's	Right
AX21	Lt Fwd Trans.Beam Vert	Vibration Parameters	VP6	g's	Up

AX23	Lt Aft Trns.Beam Vert	Vibration Parameters	VP6	g's	Up
AX51	RT Fwd Trns.Beam Vert	Vibration Parameters	VP6	g's	Up
AX53	RT Aft Trns.Beam Vert	Vibration Parameters	VP6	g's	Up
AX52	RT Fwd Trns.Beam Lat	Vibration Parameters	VP7	g's	Right
AX54	Rt Aft Trns.Beam Lat	Vibration Parameters	VP7	g's	Right

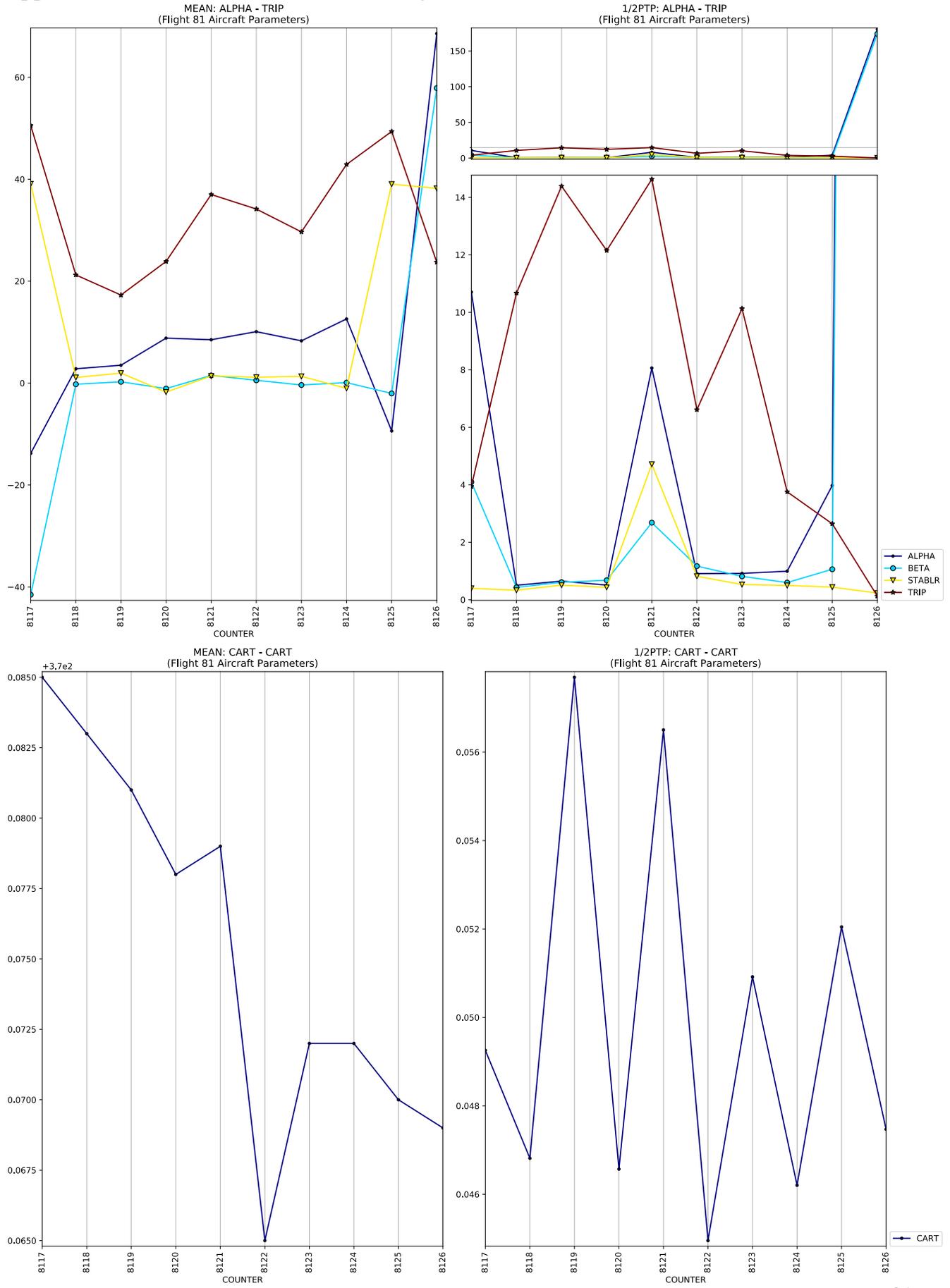
Appendix B: UH-60A Flight Airloads Data Channels Not Analyzed

Measurement Name	Description	Measurement Group	Units
ABCLOCK	Airborne Clock (T Since Prime)	Data System Parameters	msec
COUNT10	Run Counter	Data System Parameters	Counts
COUNTER1	Run Counter	Data System Parameters	Counts
COUNTER2	Run Counter	Data System Parameters	Counts
COUNTER3	Run Counter	Data System Parameters	Counts
COUNTER4	Run Counter	Data System Parameters	Counts
COUNTER5	Run Counter	Data System Parameters	Counts
COUNTER6	Run Counter	Data System Parameters	Counts
COUNTER7	Run Counter	Data System Parameters	Counts
COUNTER8	Run Counter	Data System Parameters	Counts
COUNTER9	Run Counter	Data System Parameters	Counts
DMUXT	Muxtime - ABCLOCK (Each Point)	Data System Parameters	msec
DTADAS	Delta Time	Data System Parameters	msec
DTRDAS01	RDAS Stream 1 Delta Time	Data System Parameters	0.1msec
DTRDAS02	RDAS Stream 2 Delta Time	Data System Parameters	0.1msec
DTRDAS03	RDAS Stream 3 Delta Time	Data System Parameters	0.1msec
DTRDAS04	RDAS Stream 4 Delta Time	Data System Parameters	0.1msec
DTRDAS05	RDAS Stream 5 Delta Time	Data System Parameters	0.1msec
DTRDAS06	RDAS Stream 6 Delta Time	Data System Parameters	0.1msec
DTRDAS07	RDAS Stream 7 Delta Time	Data System Parameters	0.1msec
DTRDAS08	RDAS Stream 8 Delta Time	Data System Parameters	0.1msec
DTRDAS09	RDAS Stream 9 Delta Time	Data System Parameters	0.1msec
DTRDAS10	RDAS Stream 10 Delta Time	Data System Parameters	0.1msec
DTRDAS27	RDAS Time Dif Stream 7 & 2	Data System Parameters	0.1msec
IRIGTIME	IRIG time from start of run	Data System Parameters	msec
MUXTIM01	MUX Clock stream 1	Data System Parameters	0.1msec
MUXTIM02	MUX Clock stream 2	Data System Parameters	0.1msec
MUXTIM03	MUX Clock stream 3	Data System Parameters	0.1msec
MUXTIM04	MUX Clock stream 4	Data System Parameters	0.1msec
MUXTIM05	MUX Clock stream 5	Data System Parameters	0.1msec
MUXTIM06	MUX Clock stream 6	Data System Parameters	0.1msec
MUXTIM07	MUX Clock stream 7	Data System Parameters	0.1msec
MUXTIM08	MUX Clock stream 8	Data System Parameters	0.1msec
MUXTIM09	MUX Clock stream 9	Data System Parameters	0.1msec
MUXTIM10	MUX Clock stream 10	Data System Parameters	0.1msec
MUXTIME	MUX Clock (T Since Prime)	Data System Parameters	msec
RDASE0	Main Frame Sync Errors	Data System Parameters	Status
RDASE1	TLZR 1-3 Col	Data System Parameters	Errors
RDASE2	TLZR 4 Col (MSD)	Data System Parameters	Errors
RDBLIP01	MR 1/rev RDAS stream 1	Data System Parameters	0 or 1
RDBLIP02	MR 1/rev RDAS stream 2	Data System Parameters	0 or 1
RDBLIP03	MR 1/rev RDAS stream 3	Data System Parameters	0 or 1
RDBLIP04	MR 1/rev RDAS stream 4	Data System Parameters	0 or 1
RDBLIP05	MR 1/rev RDAS stream 5	Data System Parameters	0 or 1
RDBLIP06	MR 1/rev RDAS stream 6	Data System Parameters	0 or 1

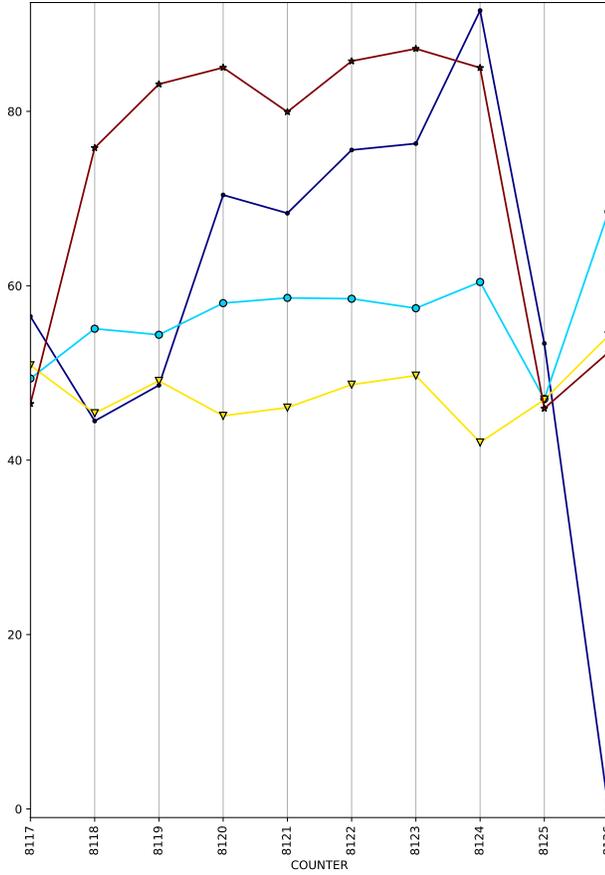
RDBLIP07	MR 1/rev RDAS stream 7	Data System Parameters	0 or 1
RDBLIP08	MR 1/rev RDAS stream 8	Data System Parameters	0 or 1
RDBLIP09	MR 1/rev RDAS stream 9	Data System Parameters	0 or 1
RDBLIP10	MR 1/rev RDAS stream 10	Data System Parameters	0 or 1
RDSYNC01	Data valid bit RDAS strm 1	Data System Parameters	event
RDSYNC02	Data valid bit RDAS strm 2	Data System Parameters	event
RDSYNC03	Data valid bit RDAS strm 3	Data System Parameters	event
RDSYNC04	Data valid bit RDAS strm 4	Data System Parameters	event
RDSYNC05	Data valid bit RDAS strm 5	Data System Parameters	event
RDSYNC06	Data valid bit RDAS strm 6	Data System Parameters	event
RDSYNC07	Data valid bit RDAS strm 7	Data System Parameters	event
RDSYNC08	Data valid bit RDAS strm 8	Data System Parameters	event
RDSYNC09	Data valid bit RDAS strm 9	Data System Parameters	event
RDSYNC10	Data valid bit RDAS strm 10	Data System Parameters	event
RECNO	Record No.	Data System Parameters	
SFID	Sub frame ID	Data System Parameters	
SFID1	Sub frame ID - Stream 1	Data System Parameters	
SFID10	Sub frame ID - Stream 10	Data System Parameters	
SFID2	Sub frame ID - Stream 2	Data System Parameters	
SFID3	Sub frame ID - Stream 3	Data System Parameters	
SFID4	Sub frame ID - Stream 4	Data System Parameters	
SFID5	Sub frame ID - Stream 5	Data System Parameters	
SFID6	Sub frame ID - Stream 6	Data System Parameters	
SFID7	Sub frame ID - Stream 7	Data System Parameters	
SFID8	Sub frame ID - Stream 8	Data System Parameters	
SFID9	Sub frame ID - Stream 9	Data System Parameters	
ADASTIME	ADAS TimeFrom Radar	Langley Parameters	msec
LASVAL	Laser Valid Flag	Langley Parameters	
PRIME	Prime Status From Radar	Langley Parameters	Flag
PRIMEBIT	Prime Data Bit ADAS Status	Langley Parameters	0 or 1
RDSTAT	Radar Status Word	Langley Parameters	Counts
RUNNO	Run Number (RECNO) from Radar	Langley Parameters	CNTR
GOESTIME	GOES Time From Radar	Langley Parameters	msec
AF01	Spare Channel	Misc Parameters	
AF03	Spare Channel	Misc Parameters	
BL19	Spare Channel	Misc Parameters	
CH39	Spare Channel	Misc Parameters	
CH89	Spare Channel	Misc Parameters	
CH90	Spare Channel	Misc Parameters	
IMON	Current Monitor	Misc Parameters	amps
PM05	Spare Channel	Misc Parameters	
PM15	Spare Channel	Misc Parameters	
PP05	Spare Channel	Misc Parameters	
PP15	Spare Channel	Misc Parameters	
PP28	Spare Channel	Misc Parameters	
X2A6	Spare RDAS Channel	Misc Parameters	
X2A7	Spare RDAS Channel	Misc Parameters	
ROTOR10	Rotor Position	Rotor Parameters	deg

ROTOR2	Rotor Position	Rotor Parameters	deg
ROTOR3	Rotor Position	Rotor Parameters	deg
ROTOR4	Rotor Position	Rotor Parameters	deg
ROTOR5	Rotor Position	Rotor Parameters	deg
ROTOR6	Rotor Position	Rotor Parameters	deg
ROTOR7	Rotor Position	Rotor Parameters	deg
ROTOR8	Rotor Position	Rotor Parameters	deg
ROTOR9	Rotor Position	Rotor Parameters	deg

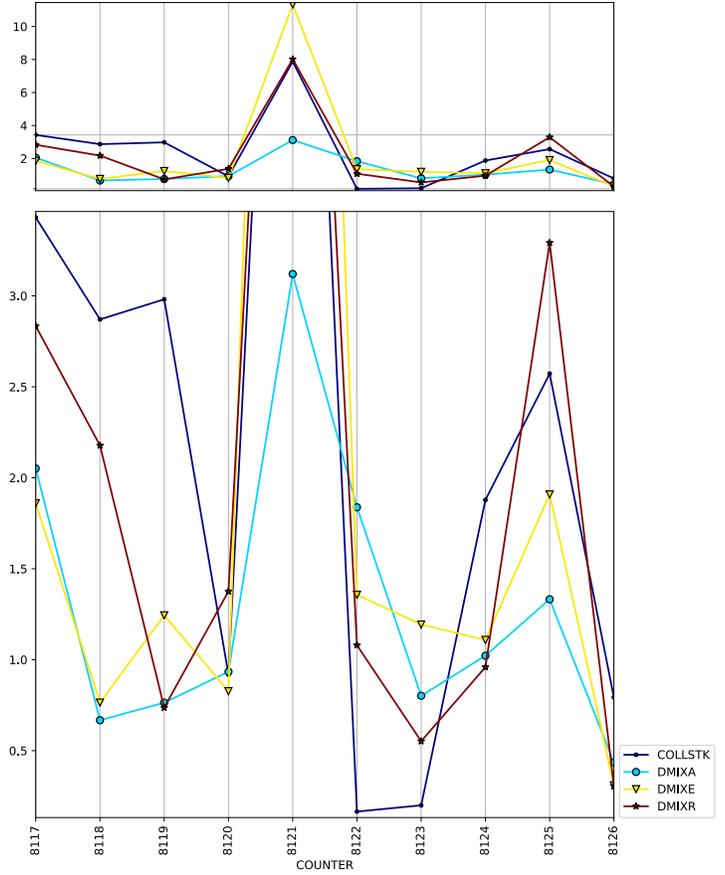
Appendix C: UH-60A Airloads Data Quality Plots



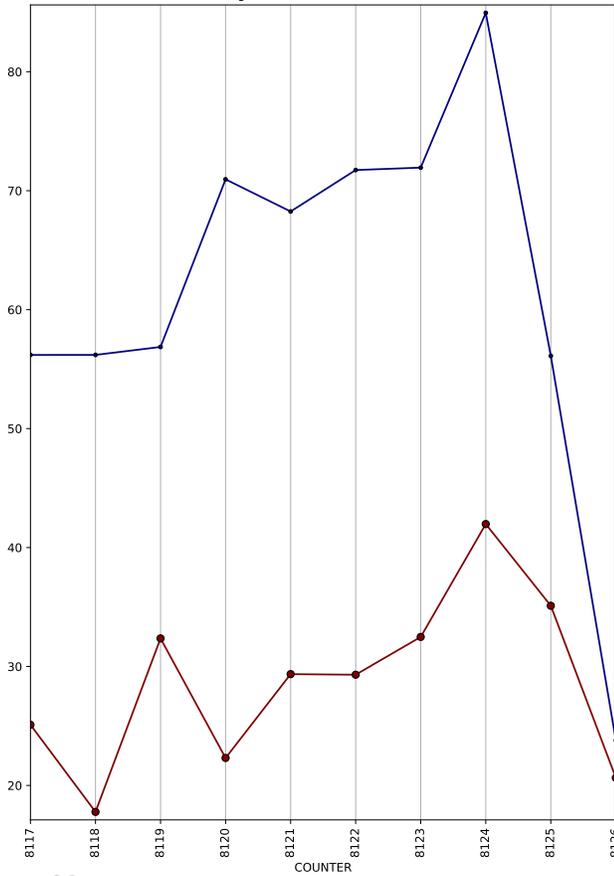
MEAN: COLLSTK - DMIXR
(Flight 81 Aircraft Parameters)



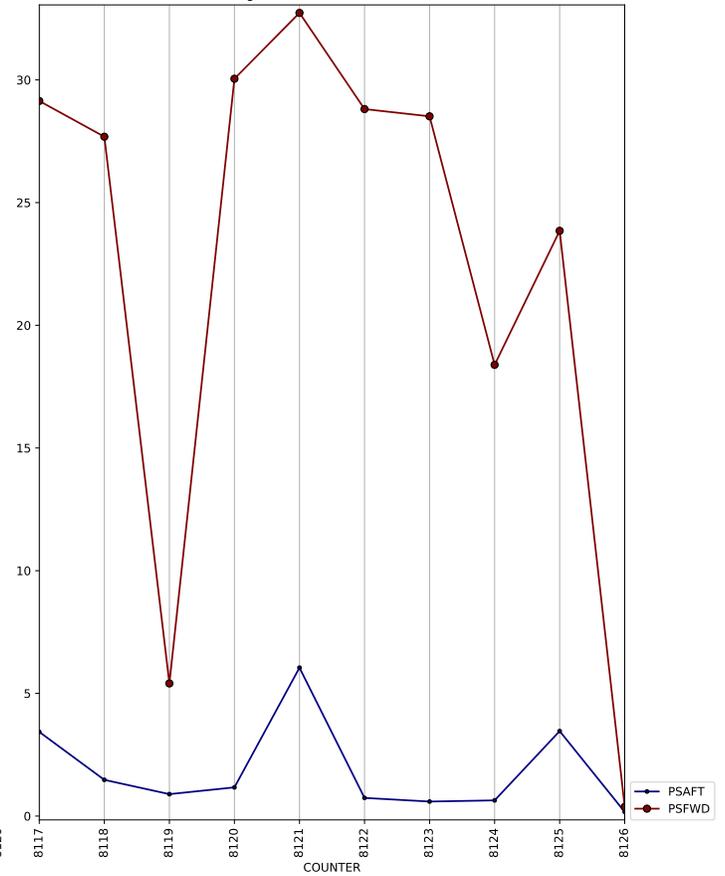
1/2PTP: COLLSTK - DMIXR
(Flight 81 Aircraft Parameters)



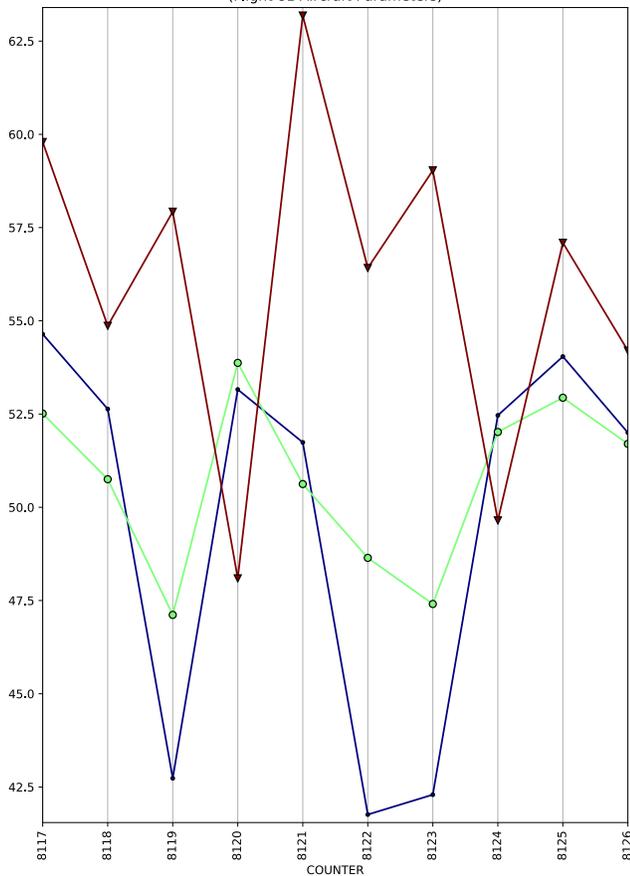
MEAN: PSAFT - PSALT
(Flight 81 Aircraft Parameters)



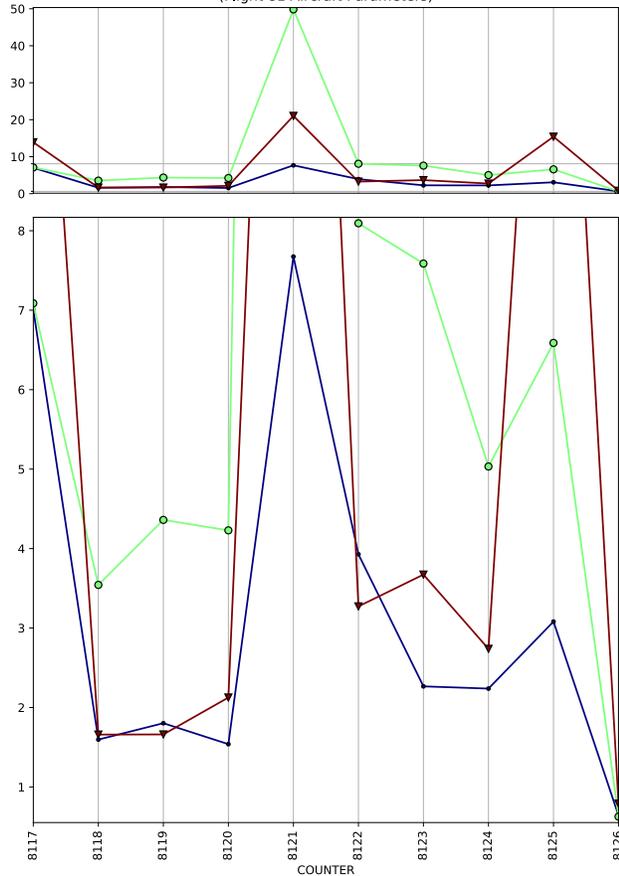
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(Flight 81 Aircraft Parameters)



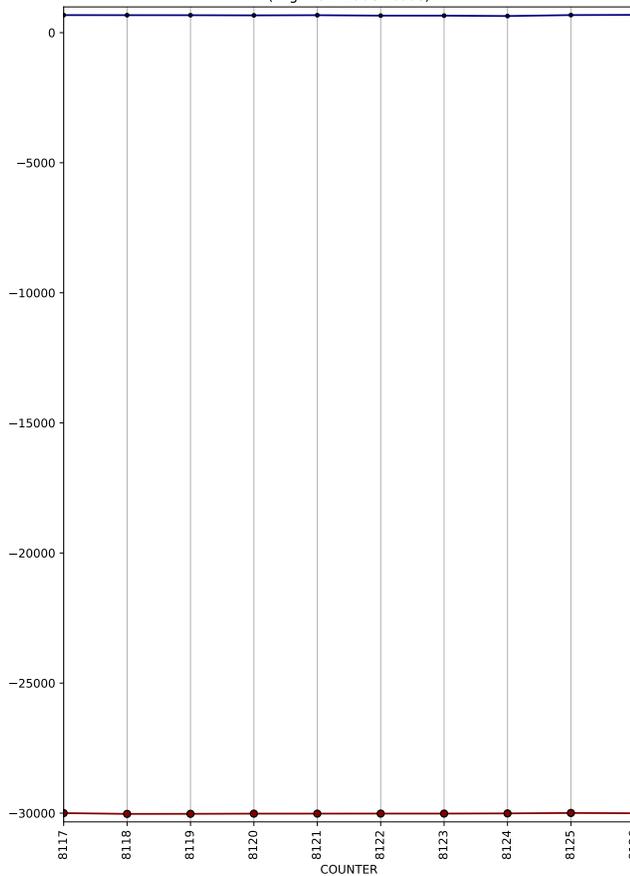
MEAN: SASA - SASR
(Flight 81 Aircraft Parameters)



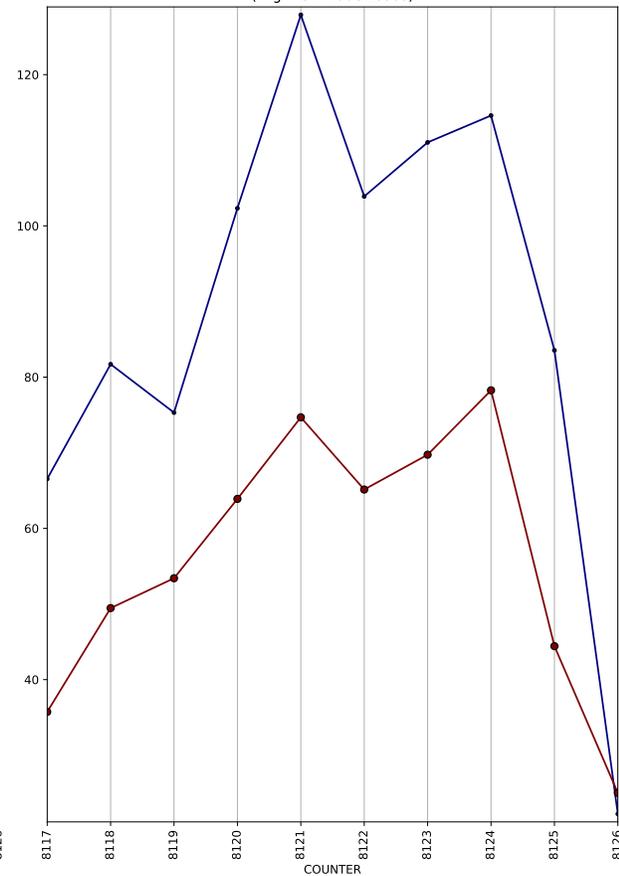
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(Flight 81 Aircraft Parameters)

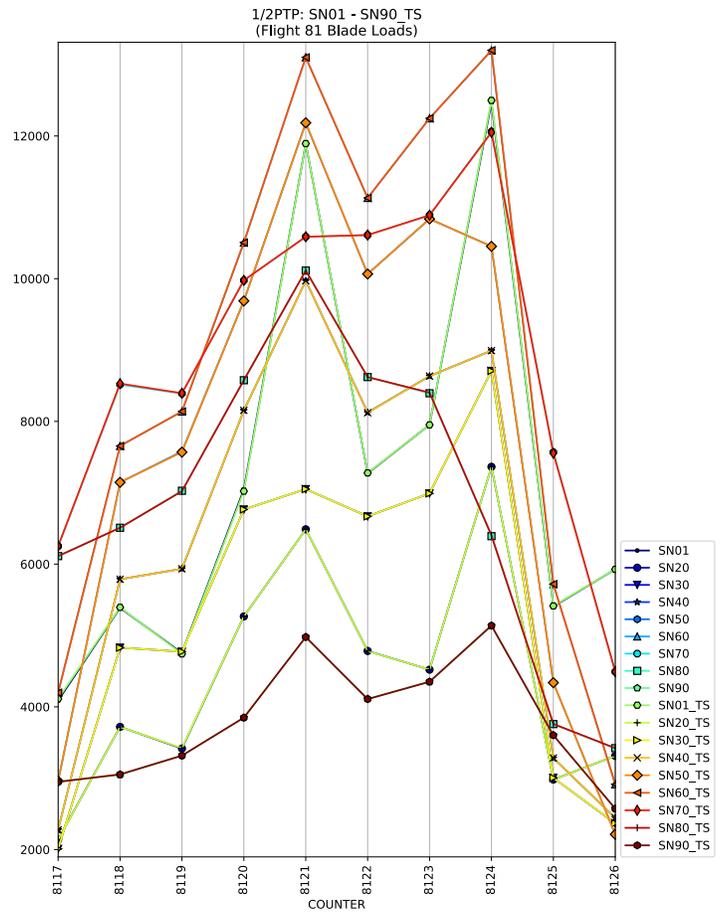
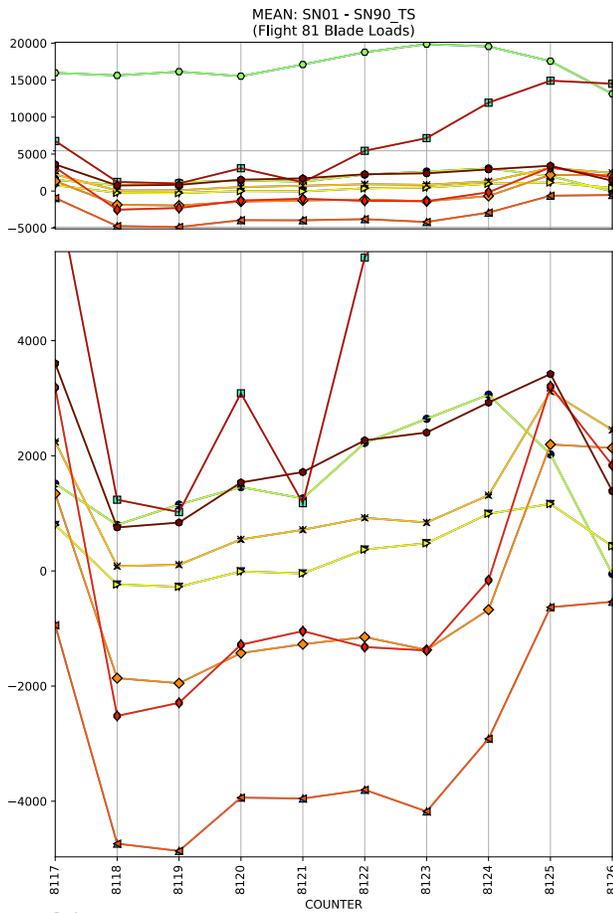
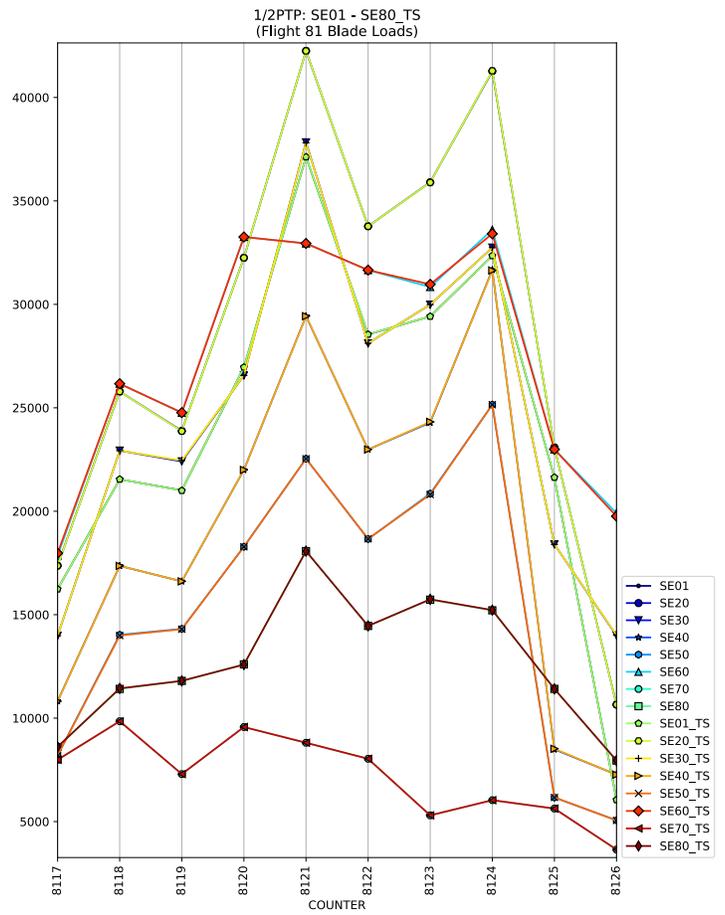
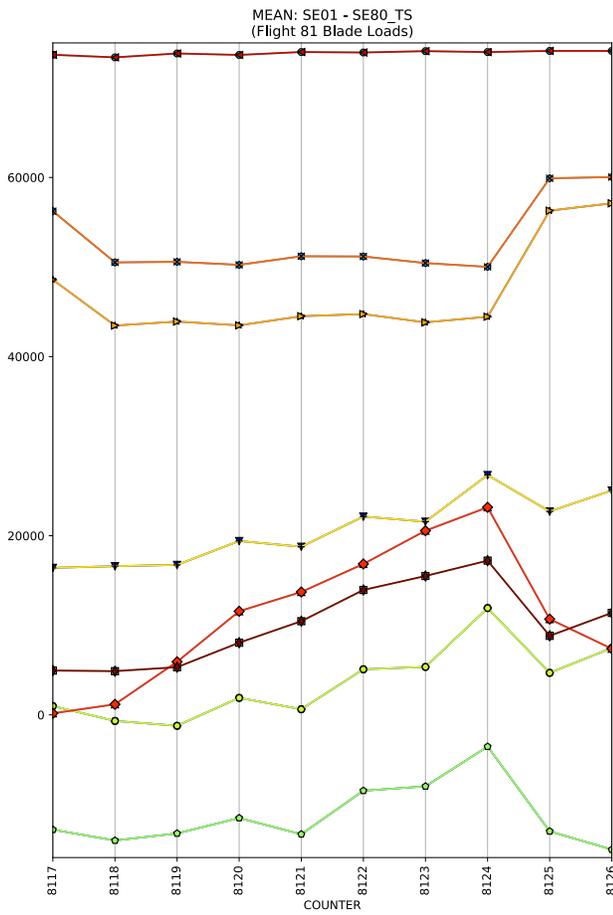


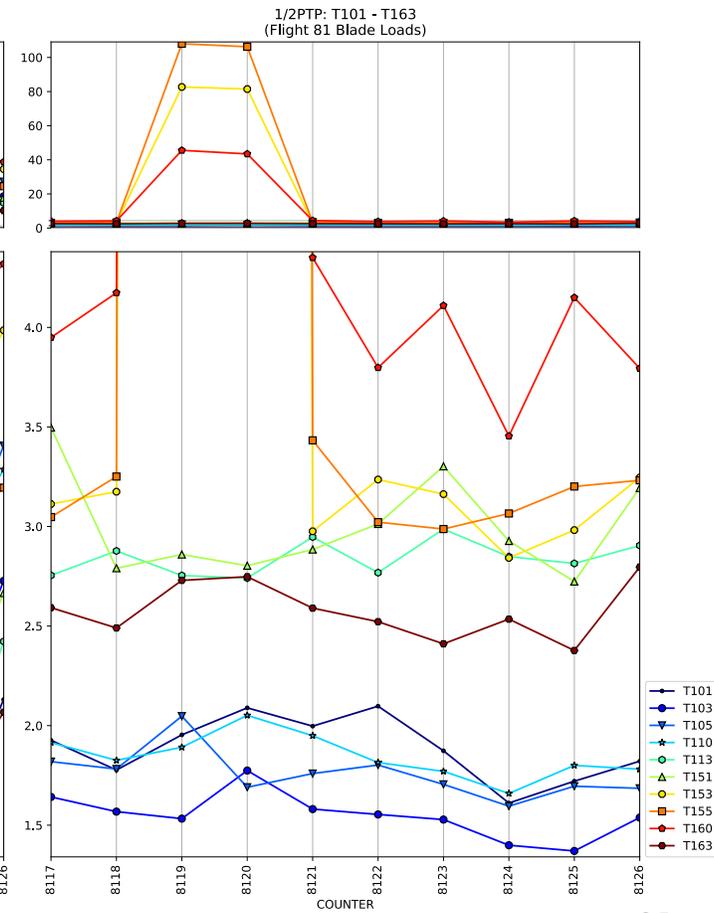
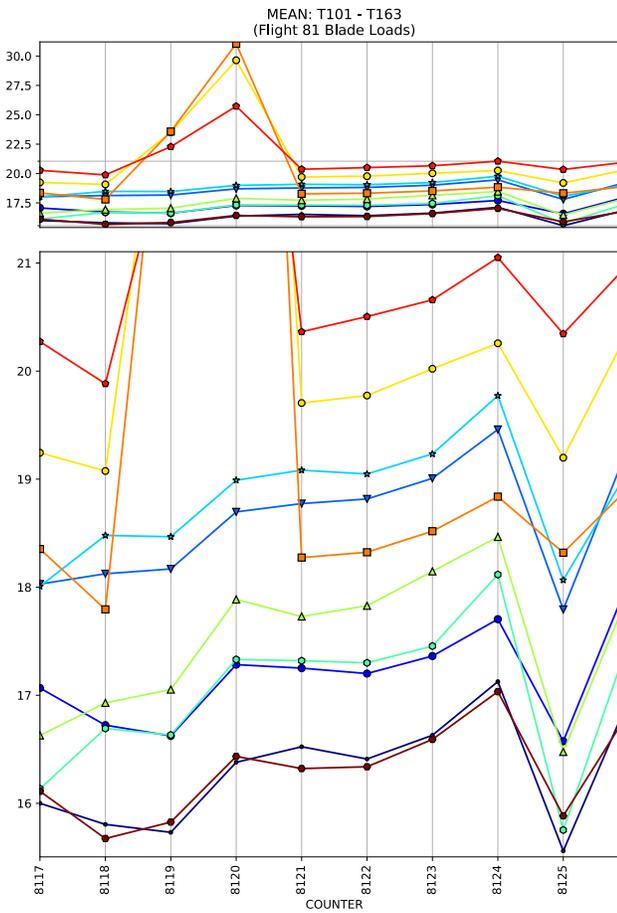
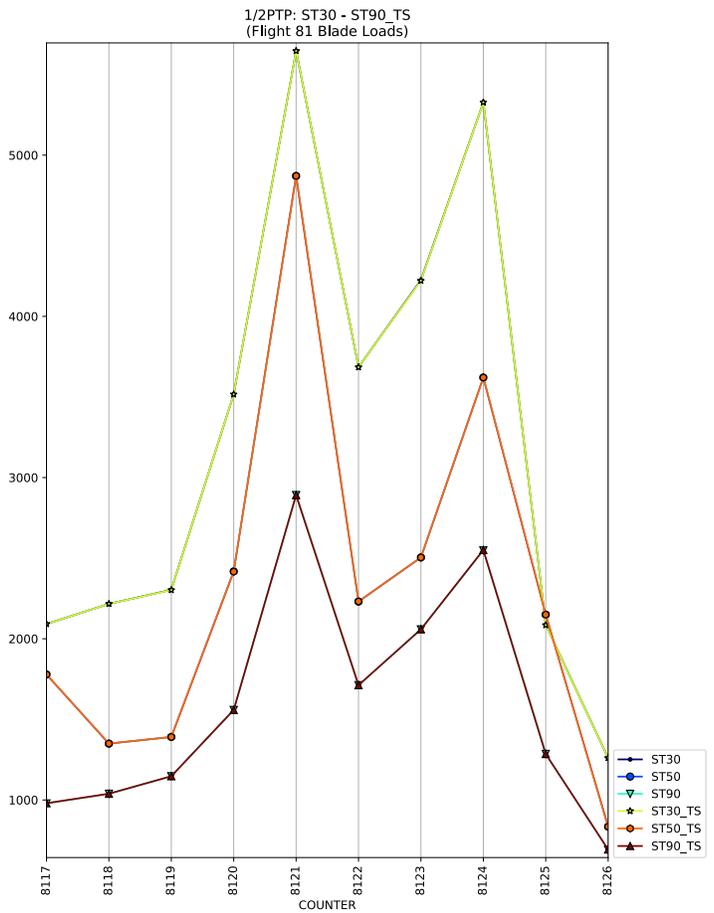
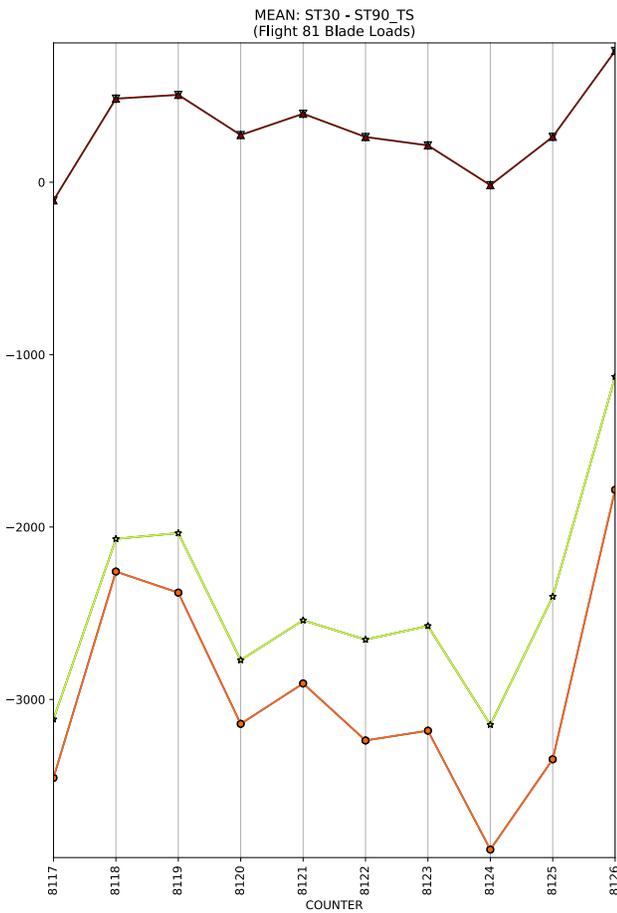
MEAN: BE01 - BN70
(Flight 81 Blade Loads)

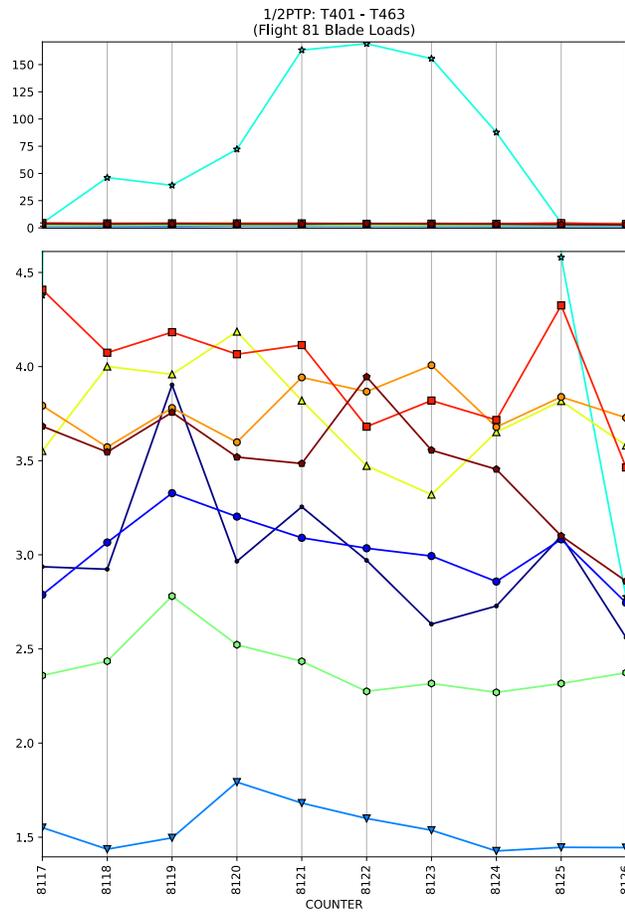
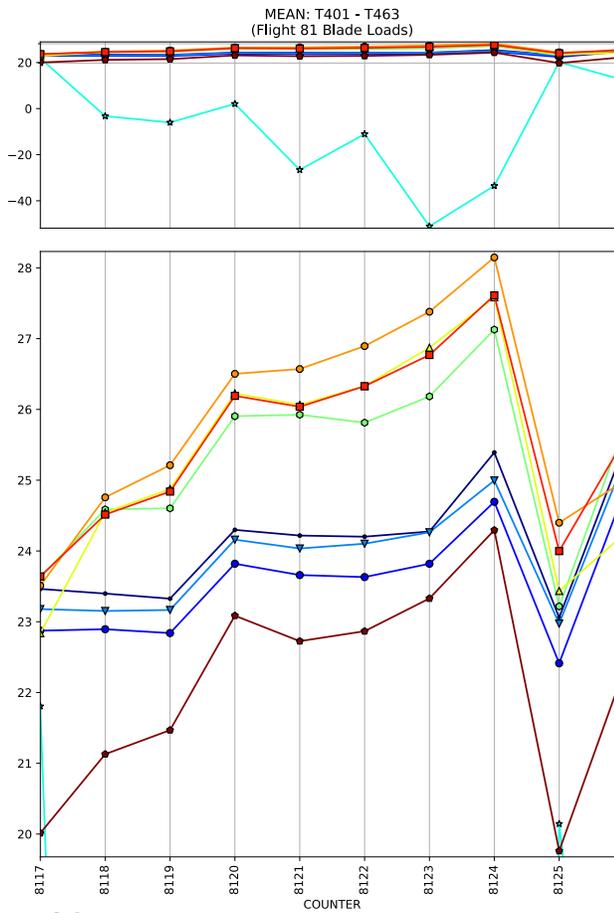
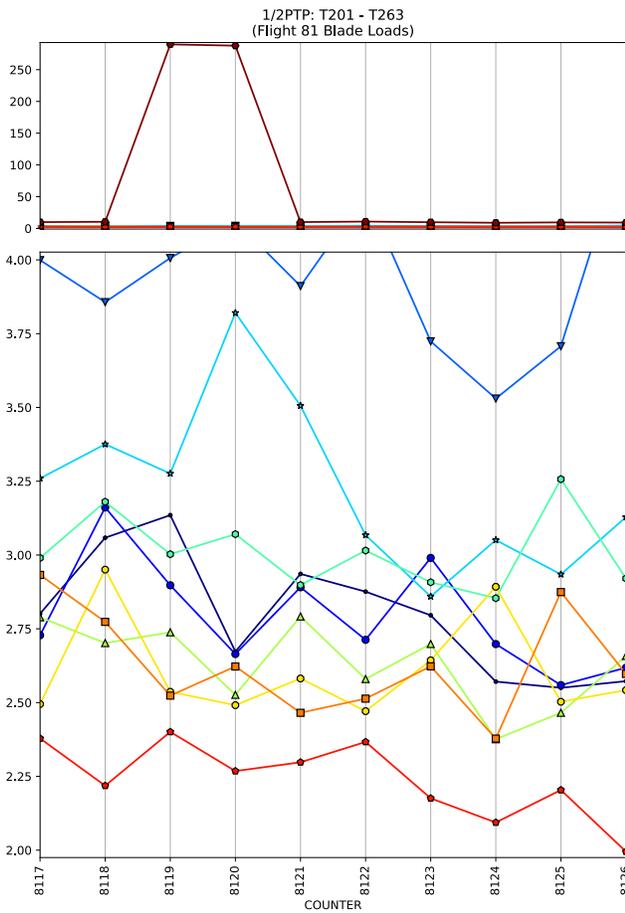
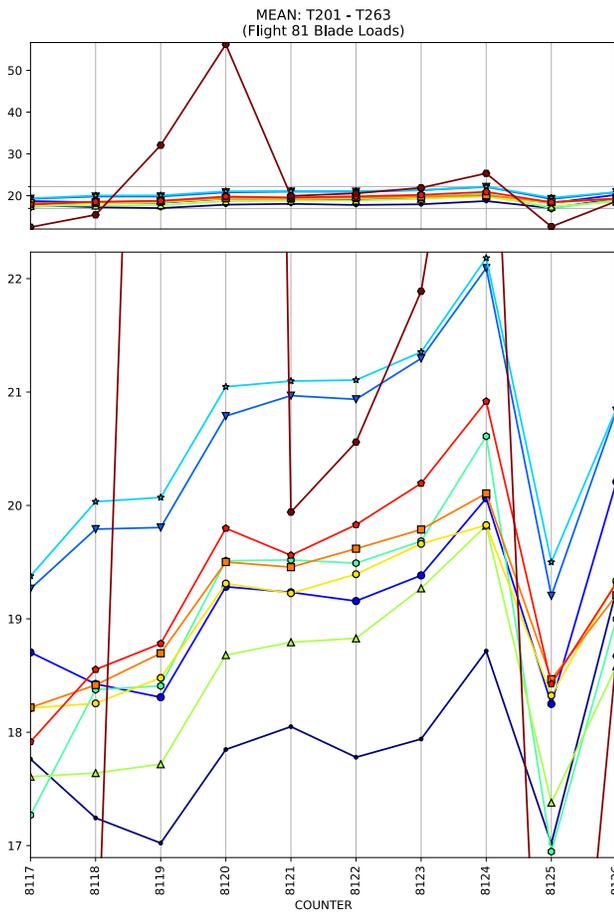


1/2PTP: BE01 - BN70
(Flight 81 Blade Loads)



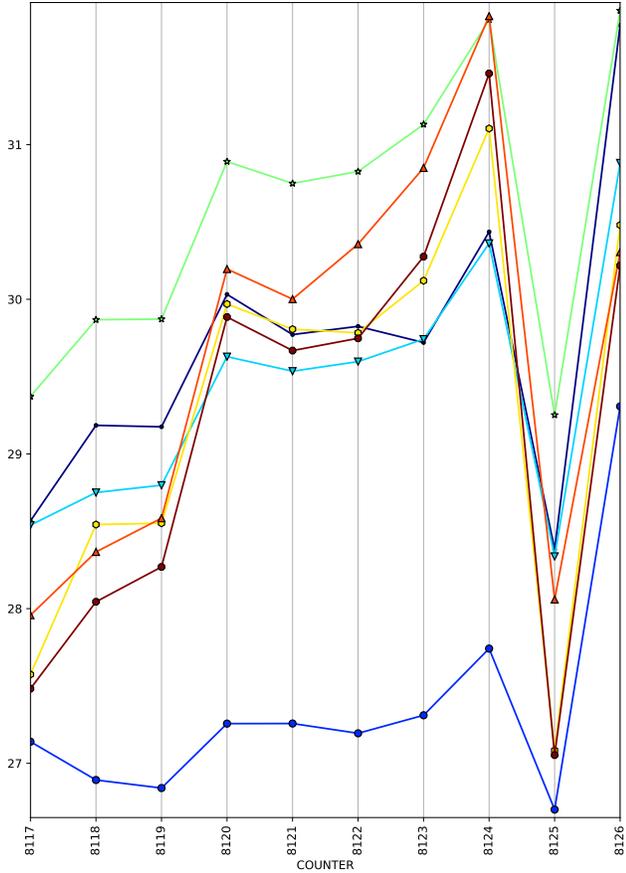




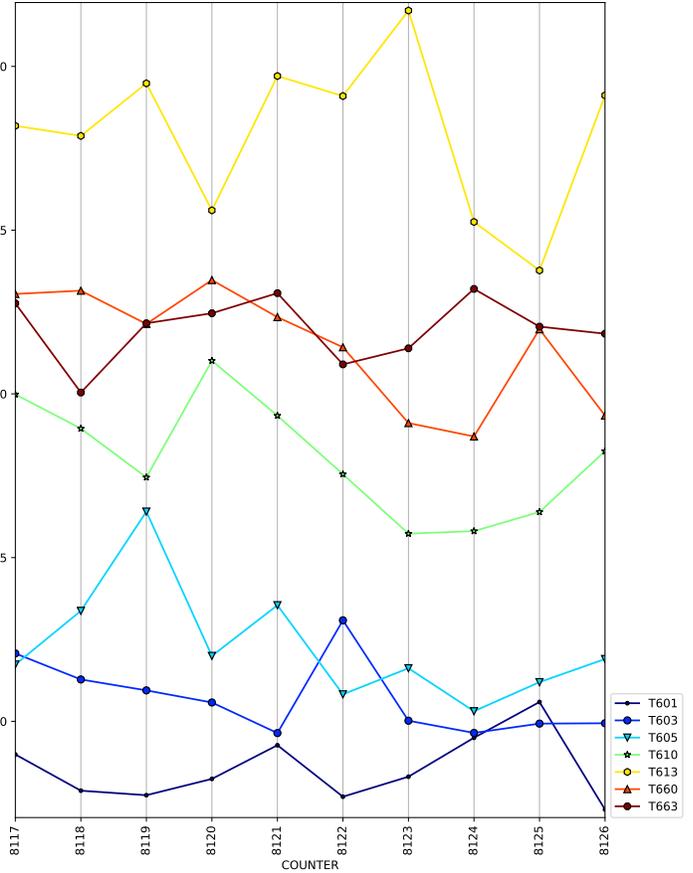


- T201
- T203
- T205
- T210
- T213
- T251
- T253
- T255
- T260
- T263
- T401
- T403
- T405
- T410
- T413
- T453
- T455
- T460
- T463

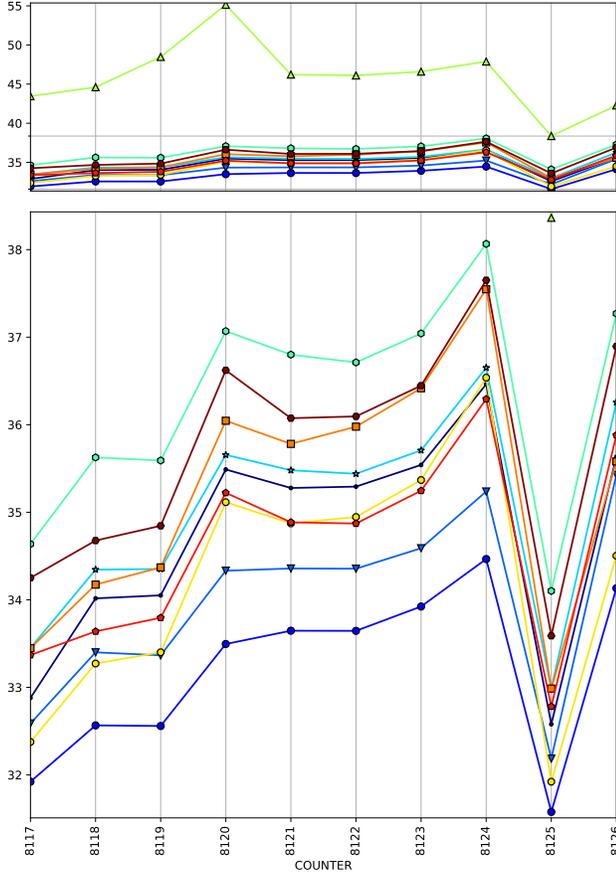
MEAN: T601 - T663
(Flight 81 Blade Loads)



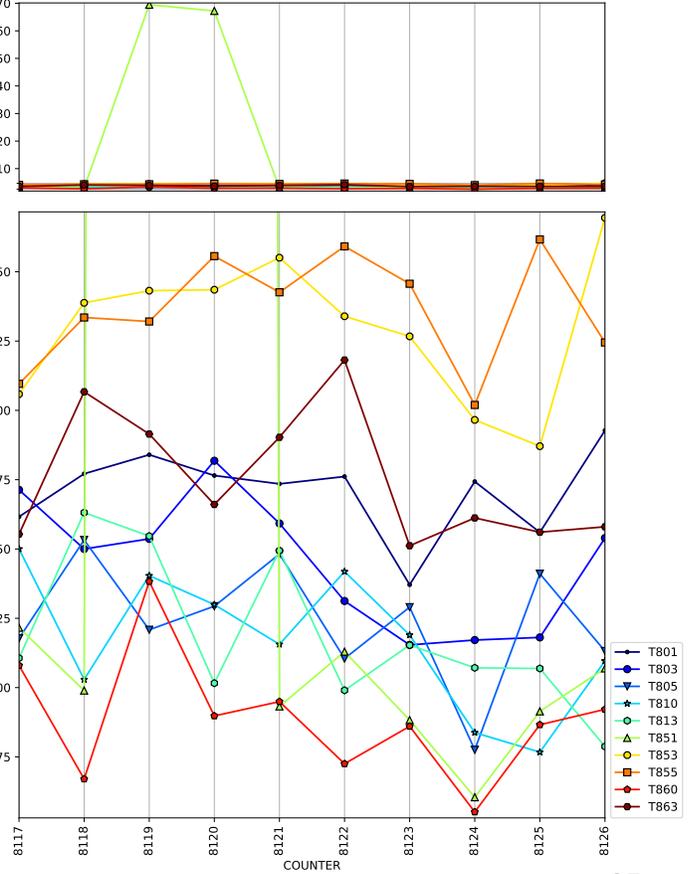
1/2PTP: T601 - T663
(Flight 81 Blade Loads)



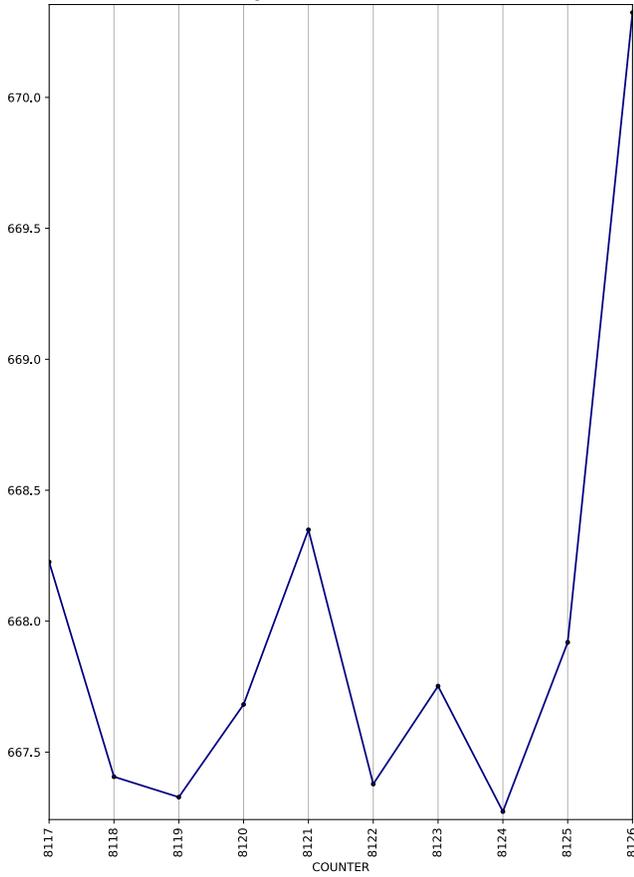
MEAN: T801 - T863
(Flight 81 Blade Loads)



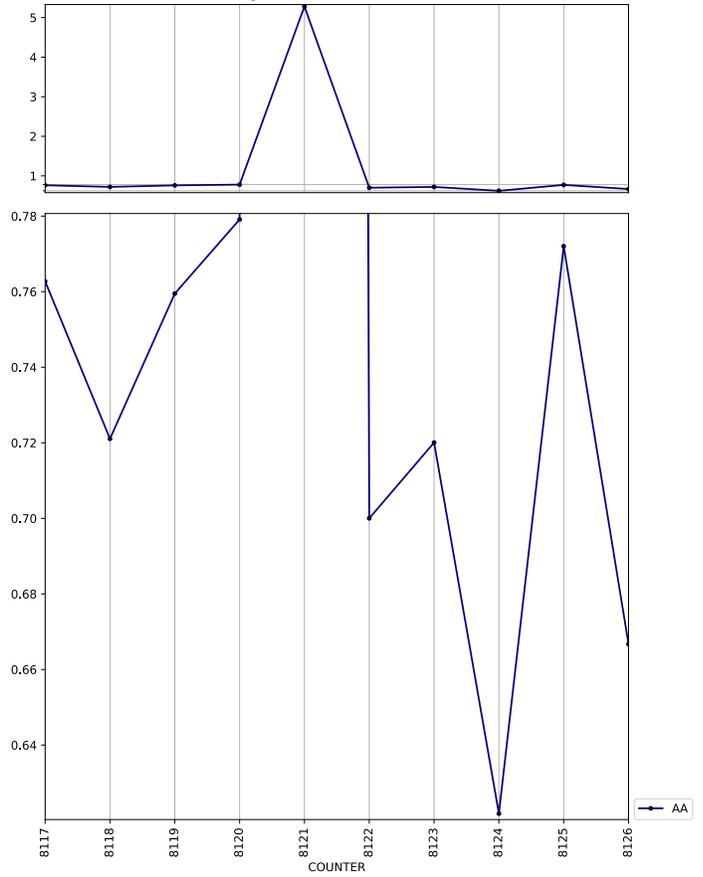
1/2PTP: T801 - T863
(Flight 81 Blade Loads)



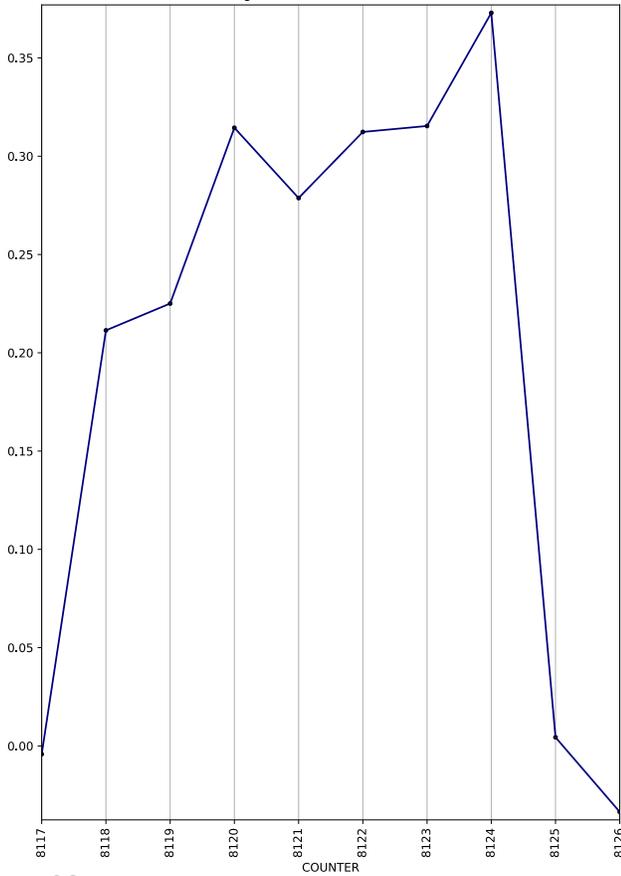
MEAN: AA - AA
(Flight 81 Derived Parameters)



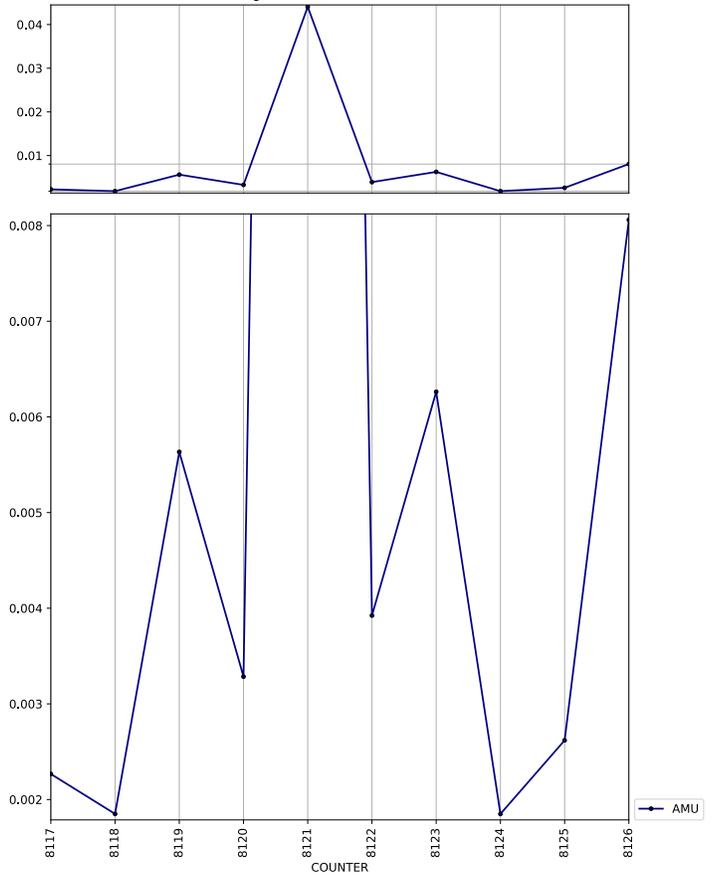
1/2PTP: AA - AA
(Flight 81 Derived Parameters)

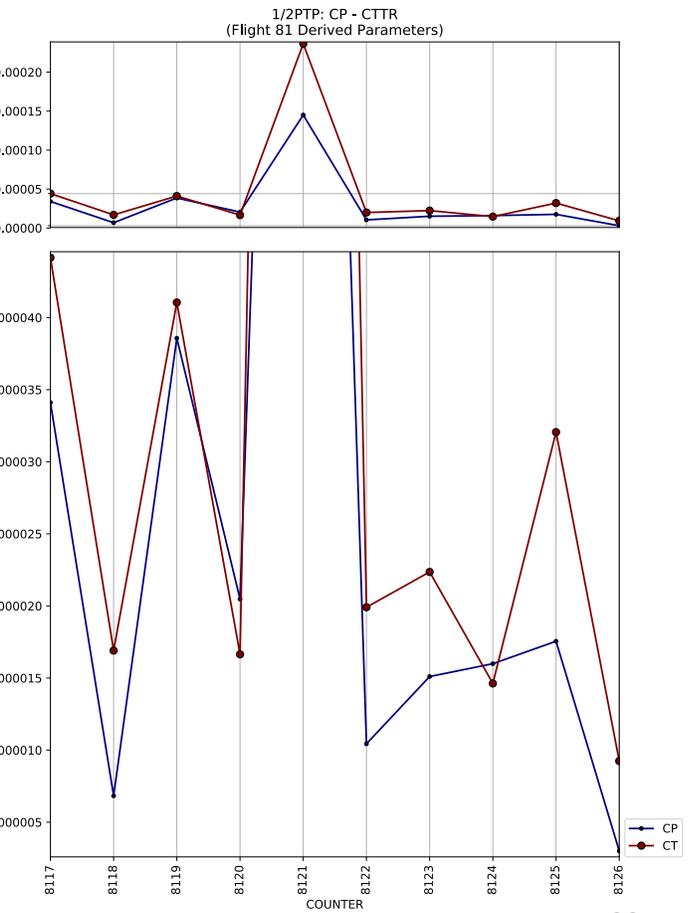
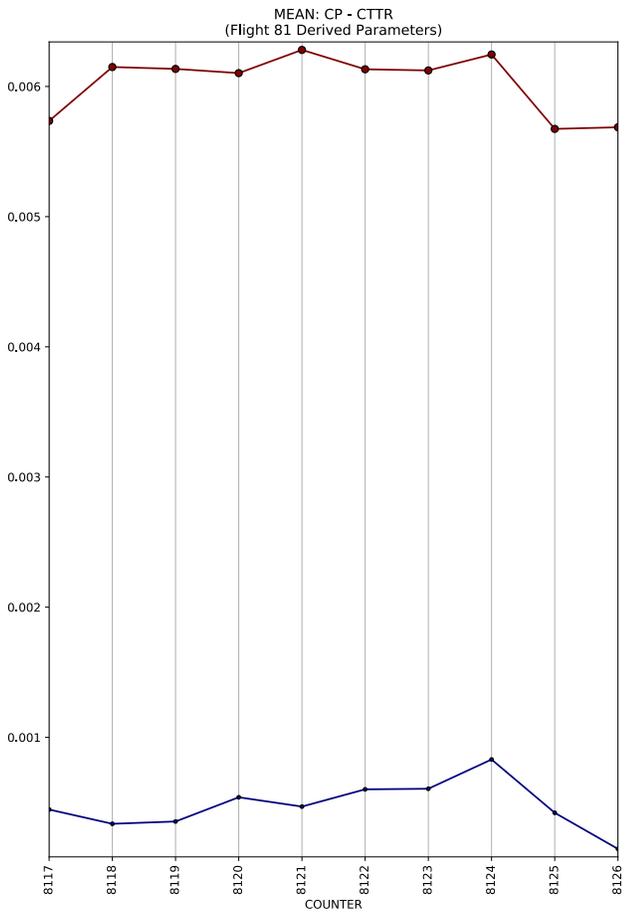
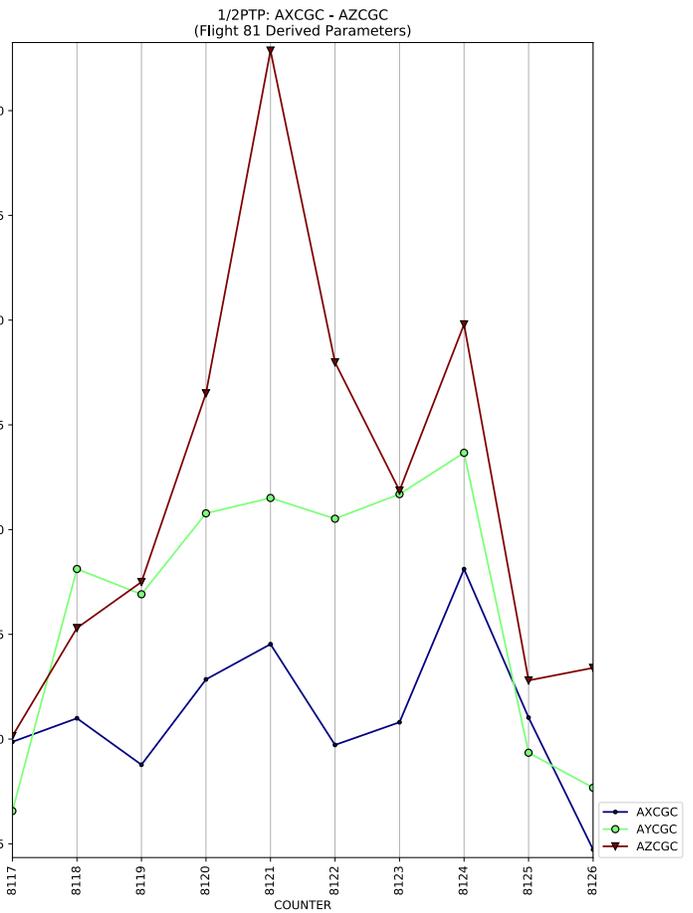
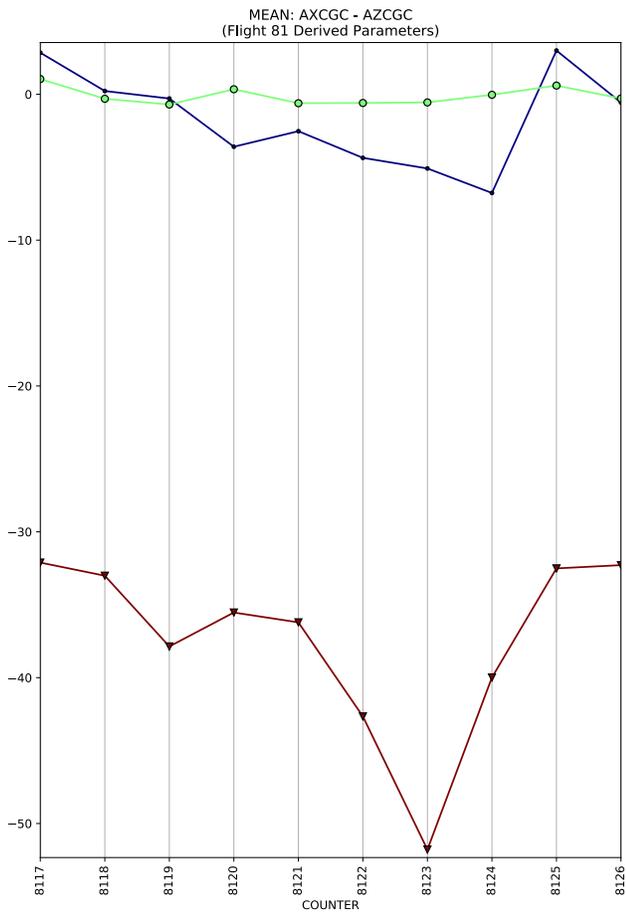


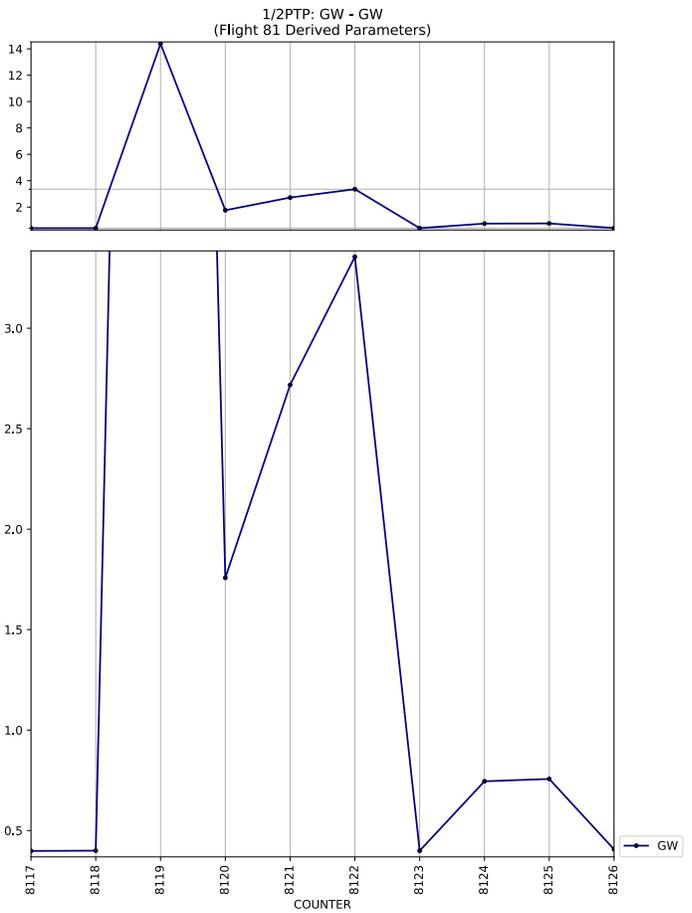
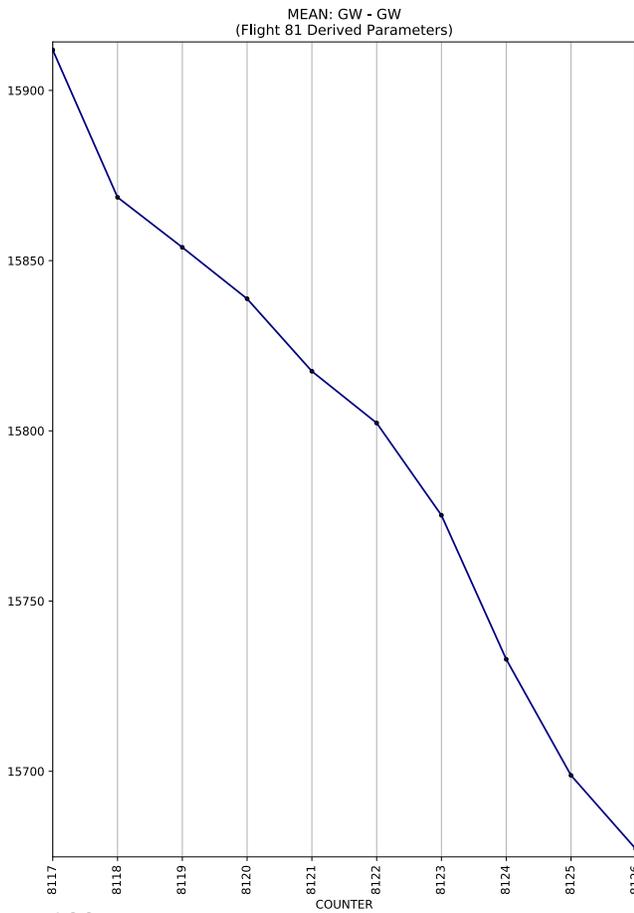
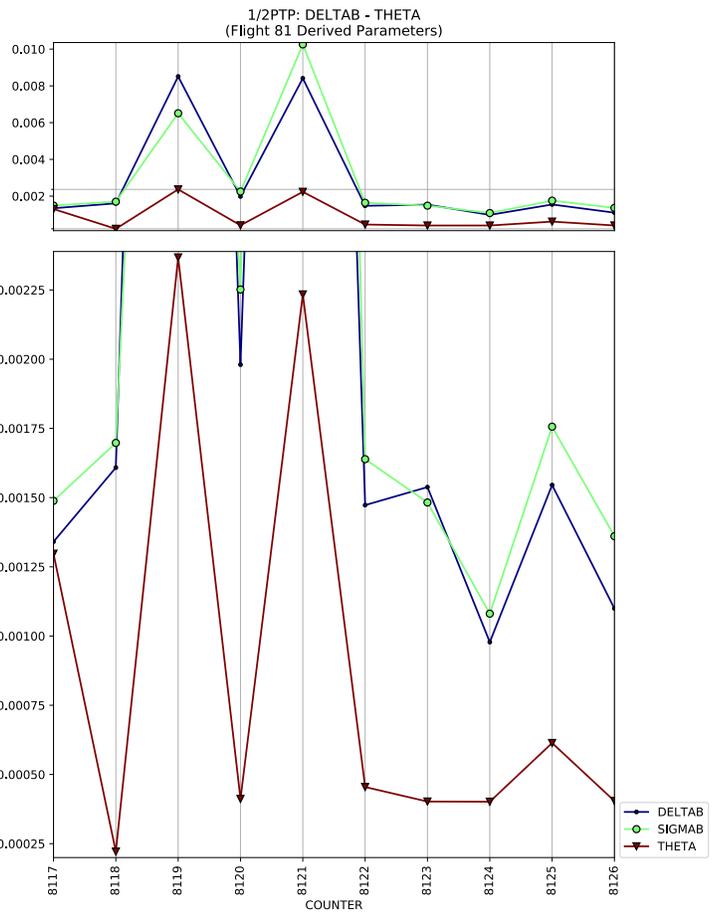
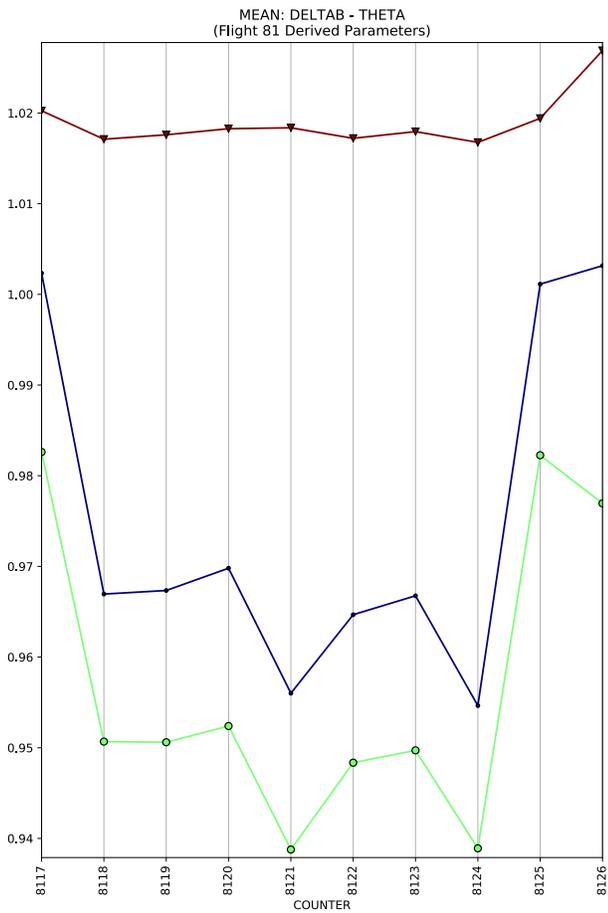
MEAN: AMU - AMU
(Flight 81 Derived Parameters)



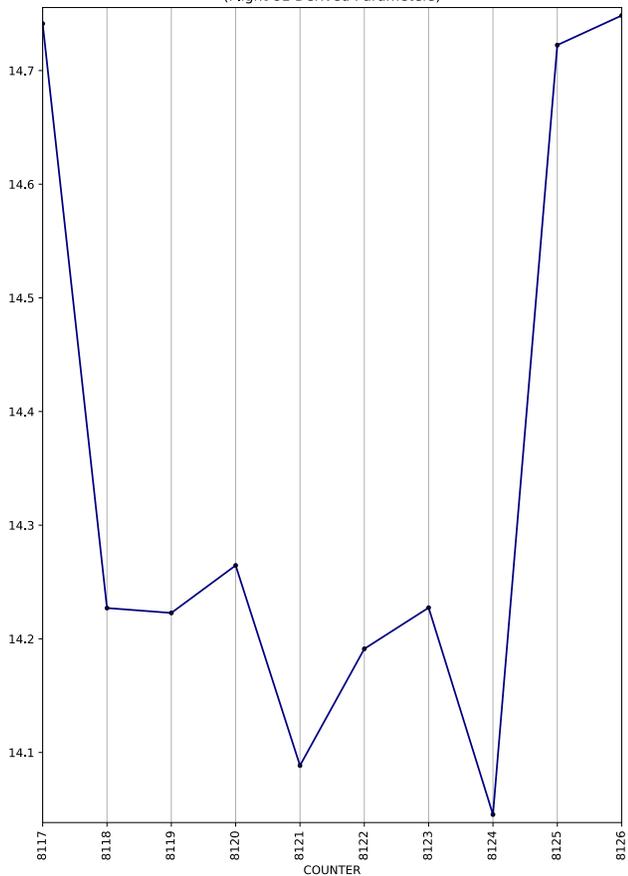
1/2PTP: AMU - AMU
(Flight 81 Derived Parameters)



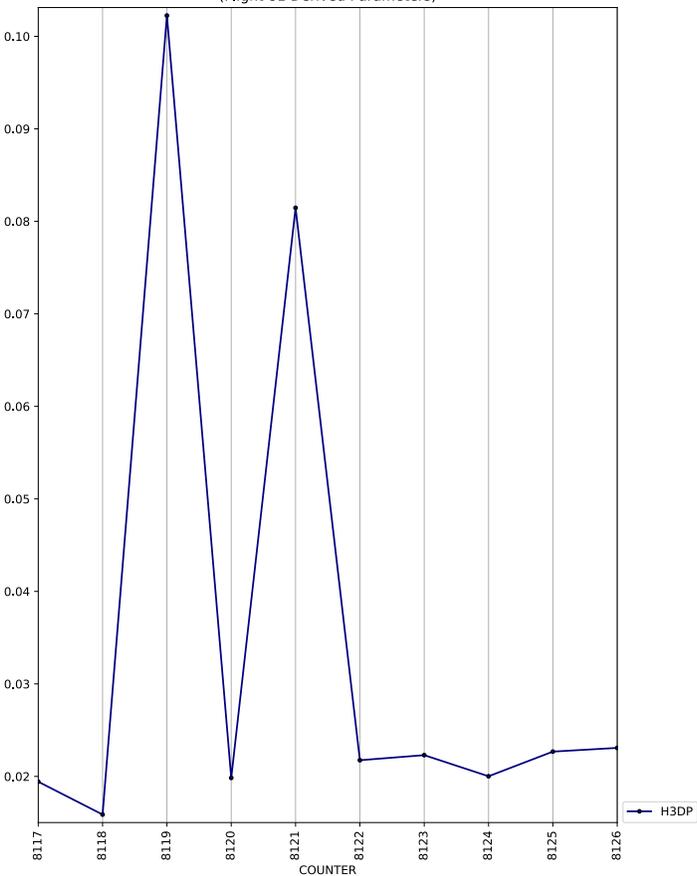




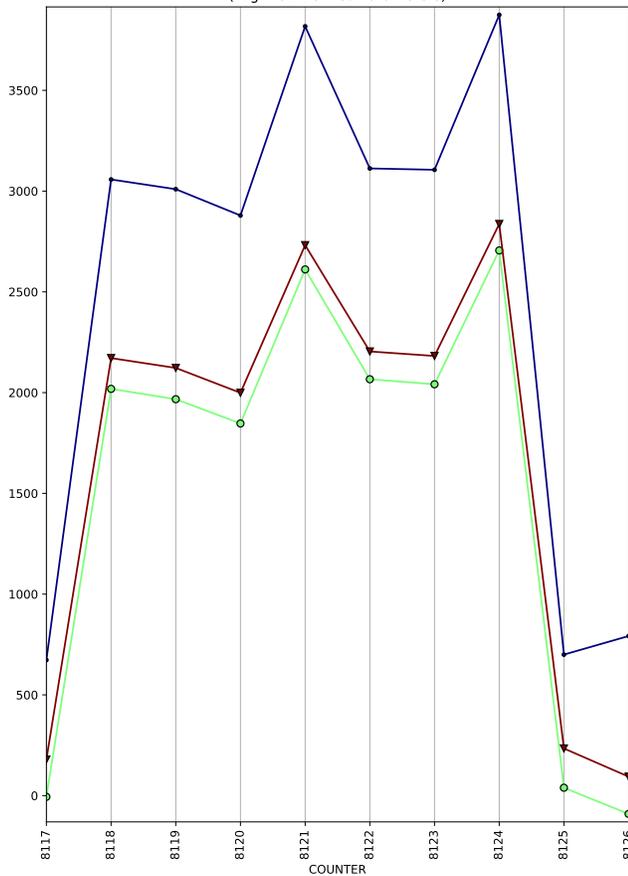
MEAN: H3DP - H3DP
(Flight 81 Derived Parameters)



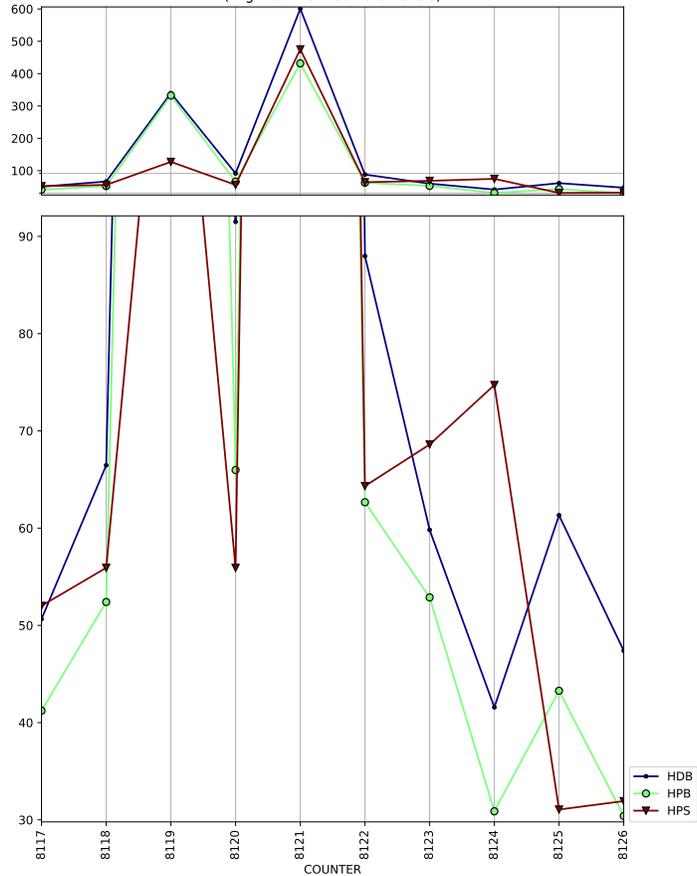
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(Flight 81 Derived Parameters)



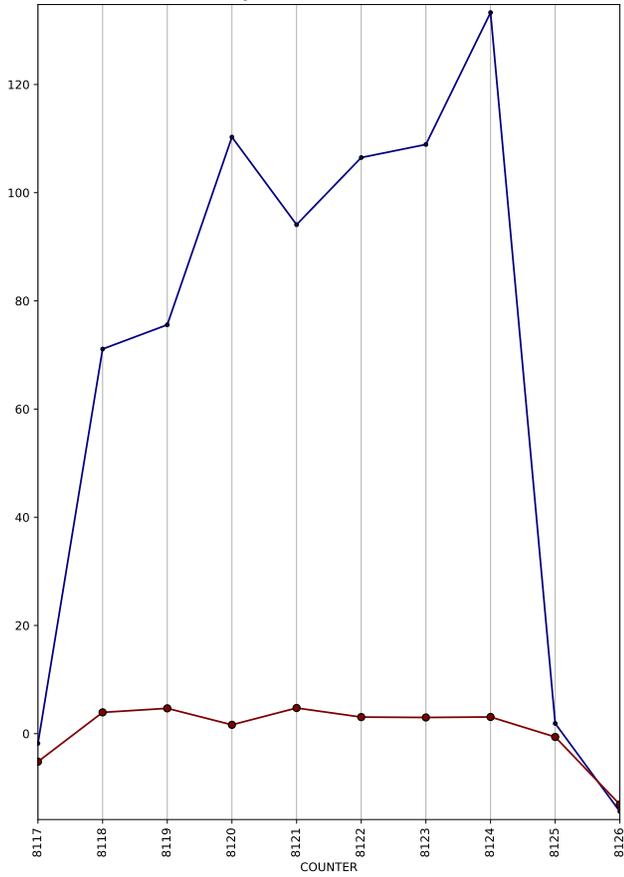
MEAN: HDB - HPS
(Flight 81 Derived Parameters)



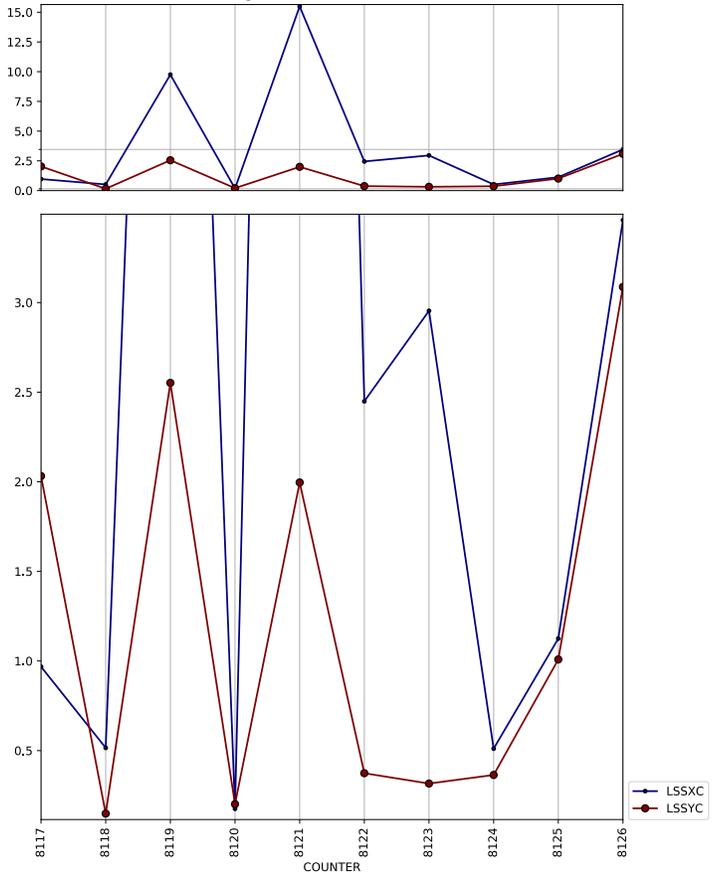
1/2PTP: HDB - HPS
(Flight 81 Derived Parameters)



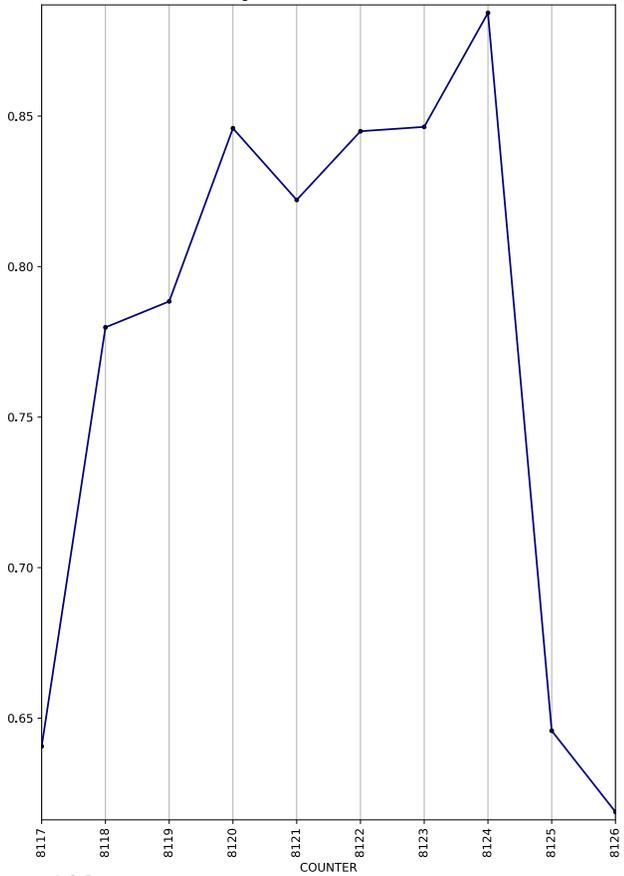
MEAN: LSSXC - LSSYC
(Flight 81 Derived Parameters)



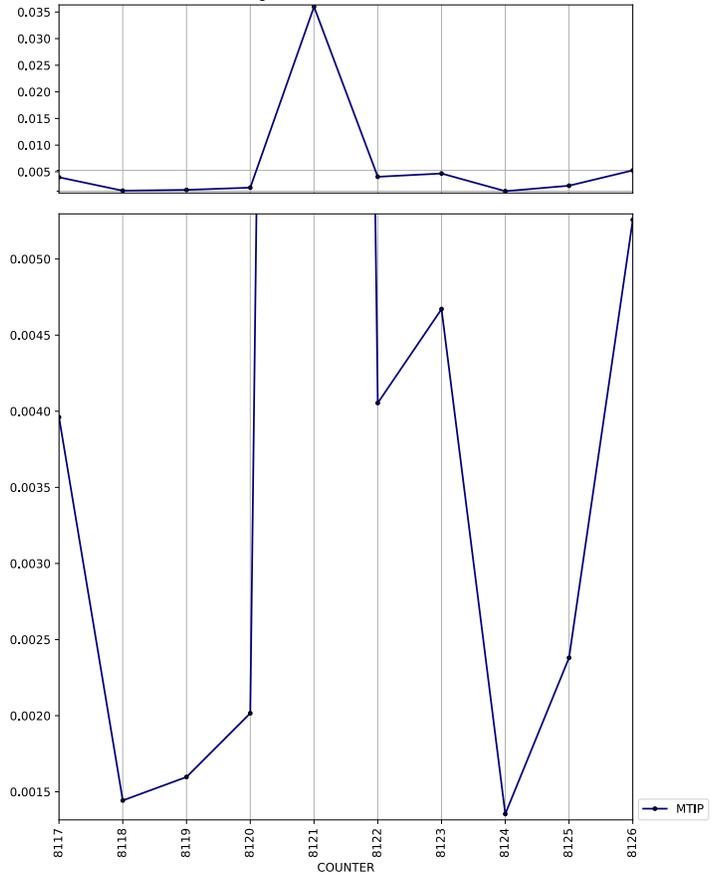
1/2PTP: LSSXC - LSSYC
(Flight 81 Derived Parameters)



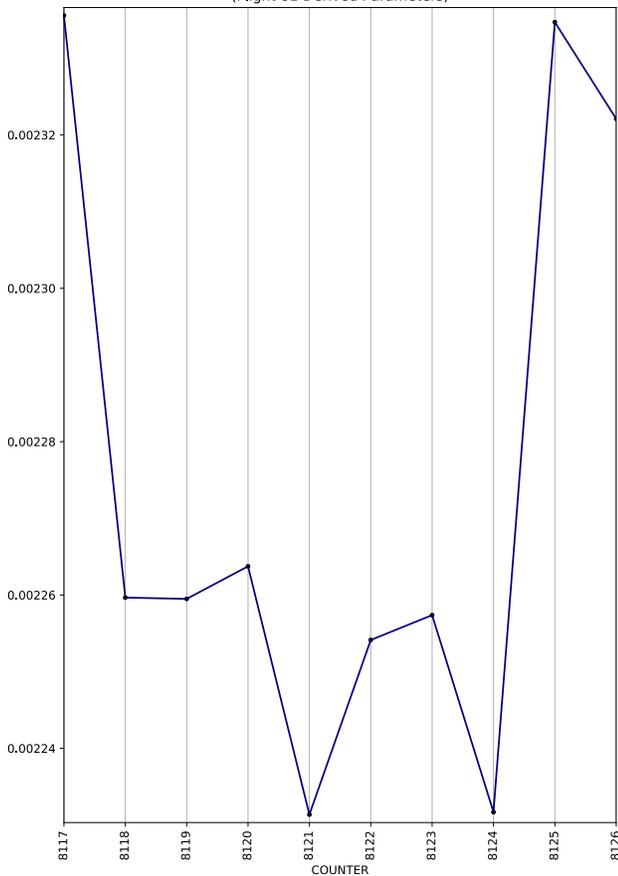
MEAN: MTIP - MTIP
(Flight 81 Derived Parameters)



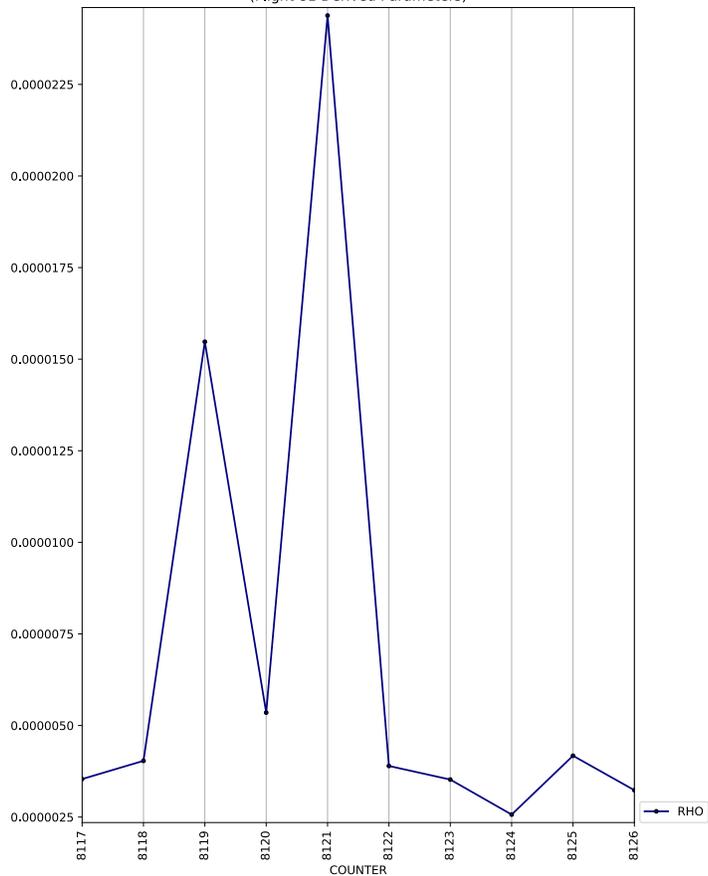
1/2PTP: MTIP - MTIP
(Flight 81 Derived Parameters)



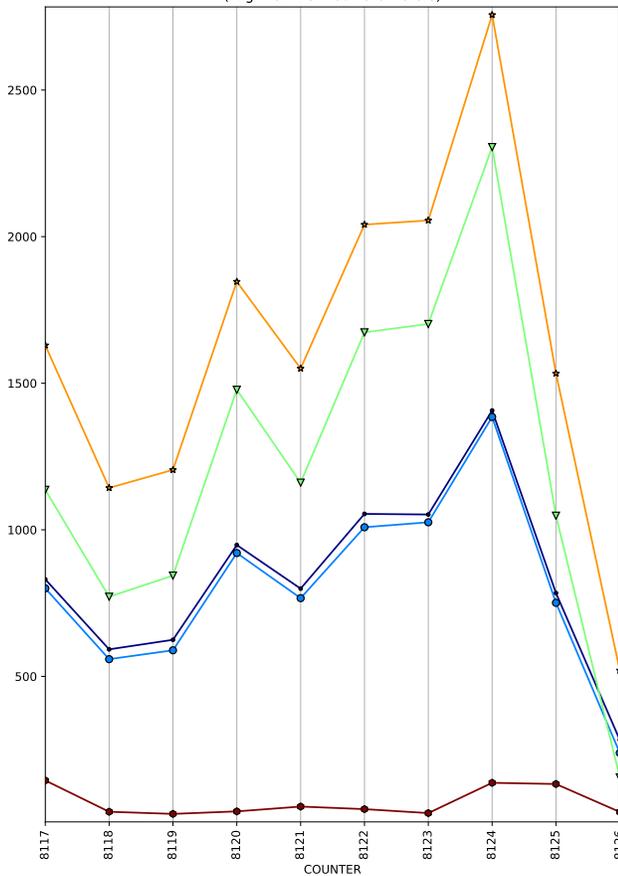
MEAN: RHO - RHO
(Flight 81 Derived Parameters)



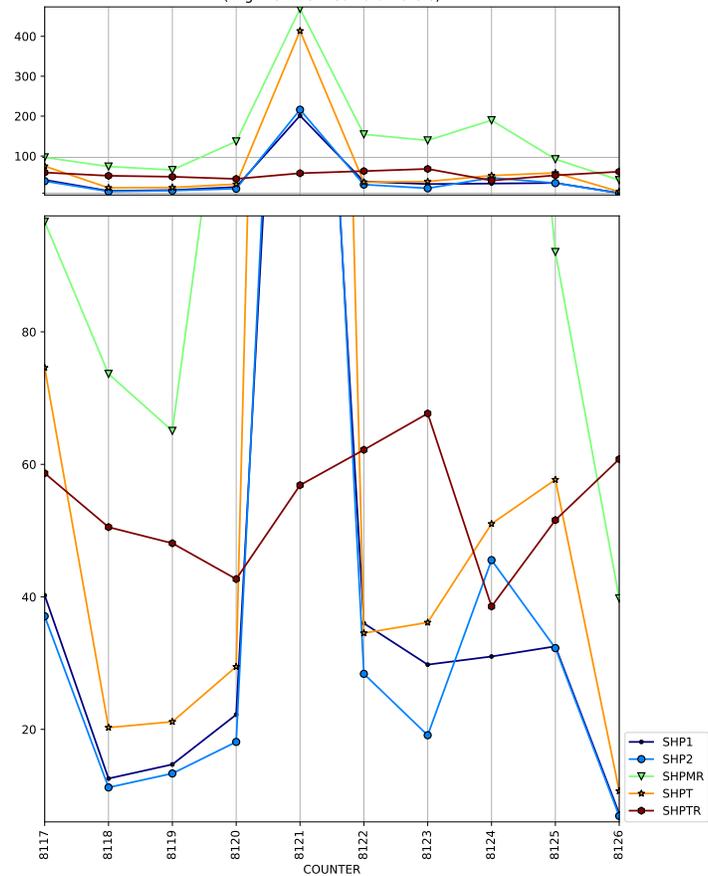
1/2PTP: RHO - RHO
(Flight 81 Derived Parameters)



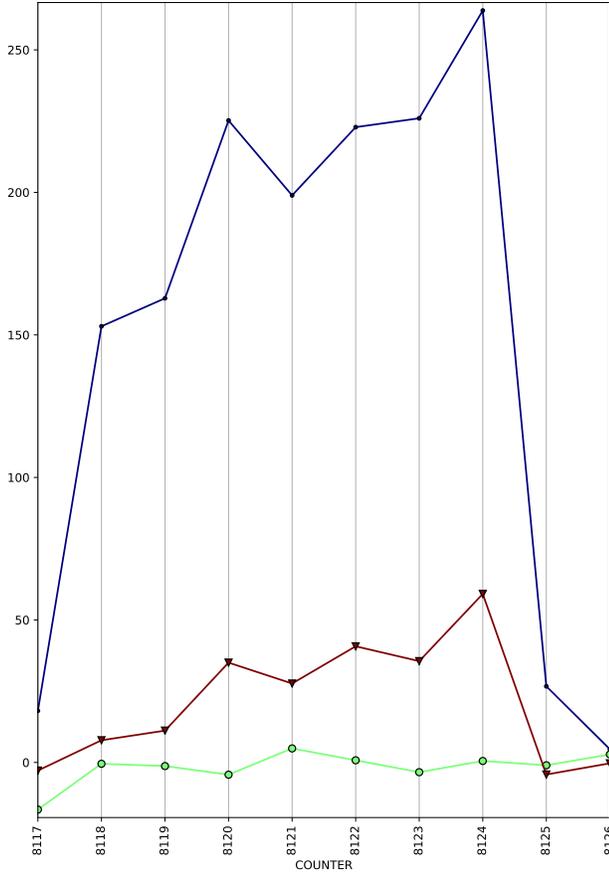
MEAN: SHP1 - SHPTR
(Flight 81 Derived Parameters)



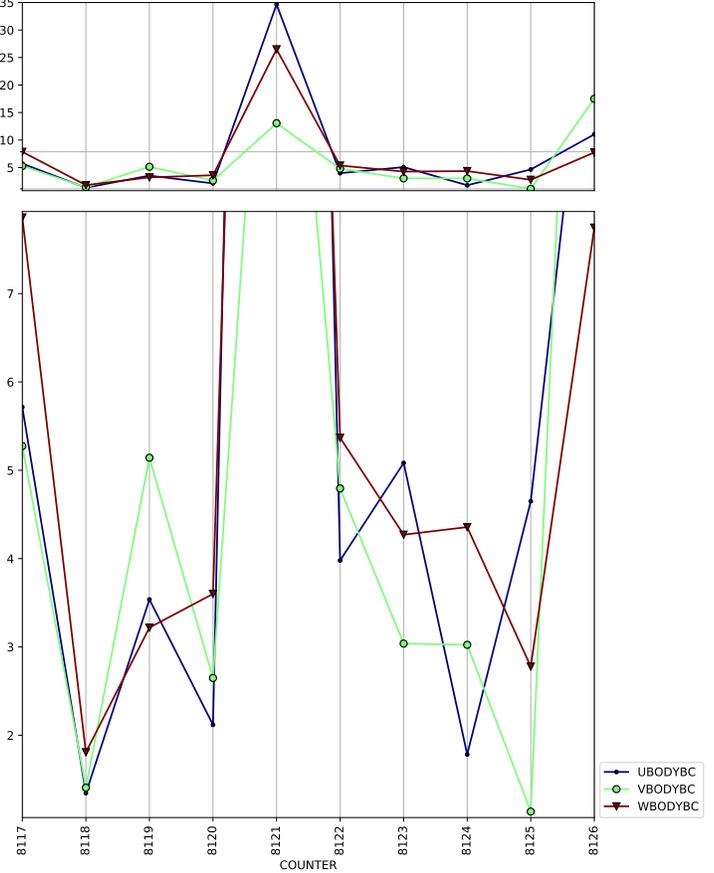
1/2PTP: SHP1 - SHPTR
(Flight 81 Derived Parameters)



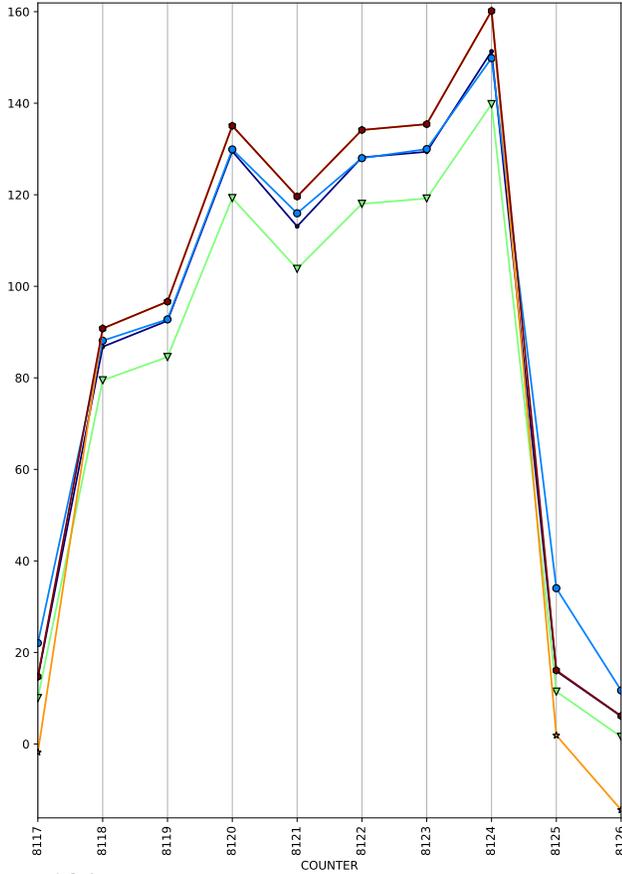
MEAN: UBODYBC - WBODYBC
(Flight 81 Derived Parameters)



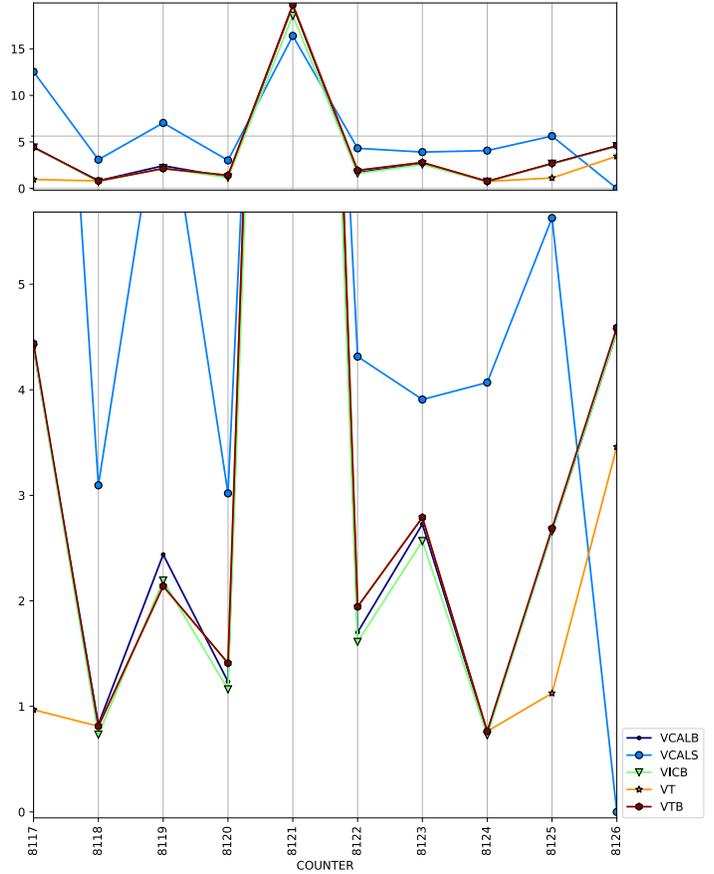
1/2PTP: UBODYBC - WBODYBC
(Flight 81 Derived Parameters)



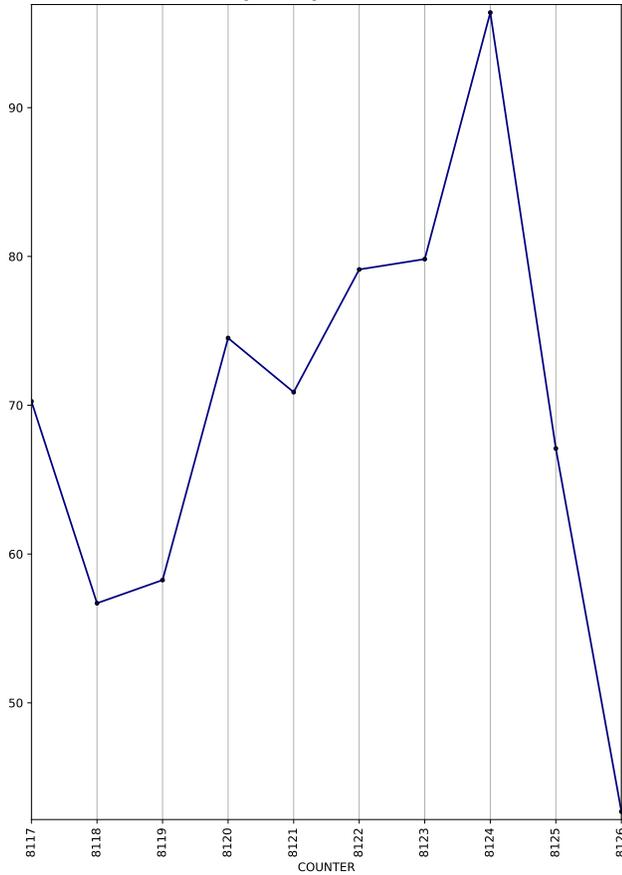
MEAN: VCALB - VTS
(Flight 81 Derived Parameters)



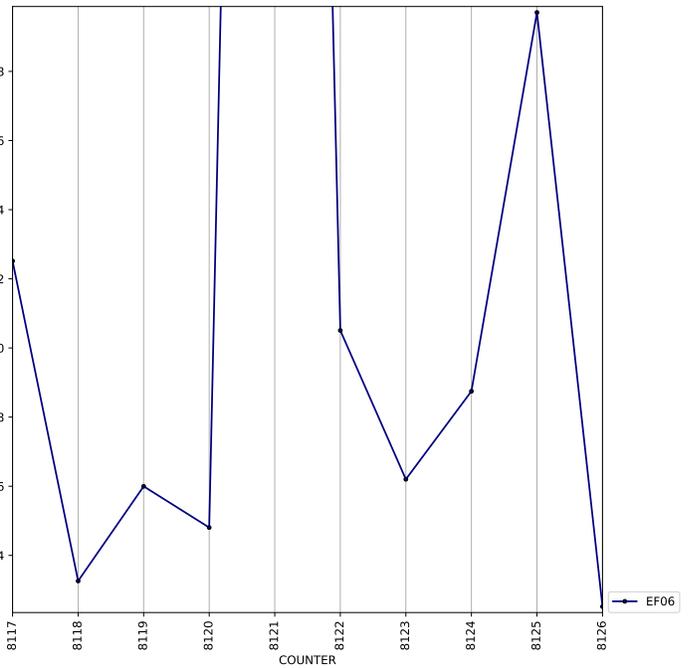
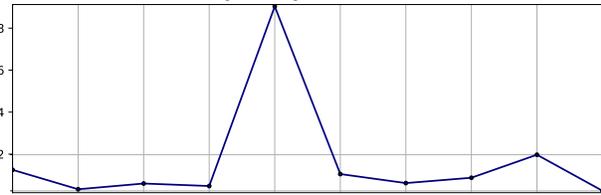
1/2PTP: VCALB - VTS
(Flight 81 Derived Parameters)



MEAN: EF06 - EF06
(Flight 81 Engine Parameters)



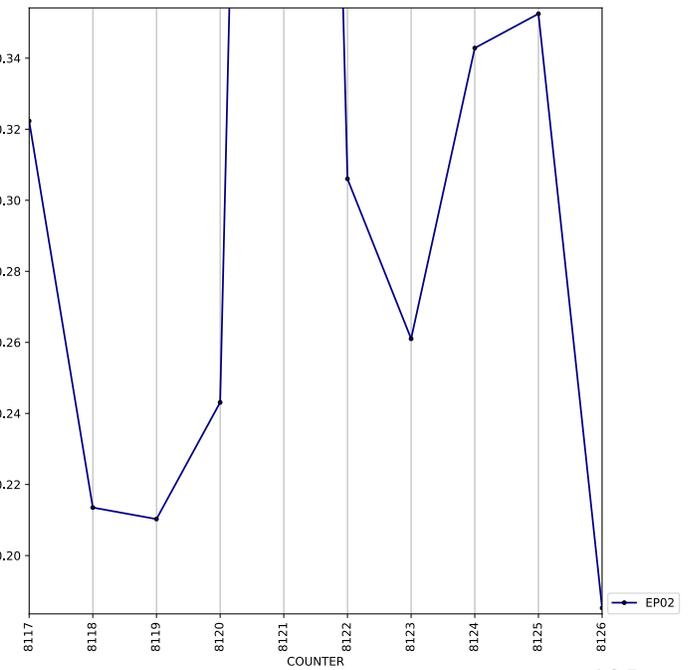
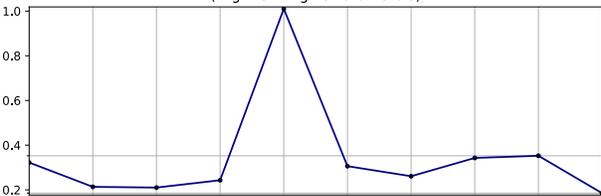
1/2PTP: EF06 - EF06
(Flight 81 Engine Parameters)



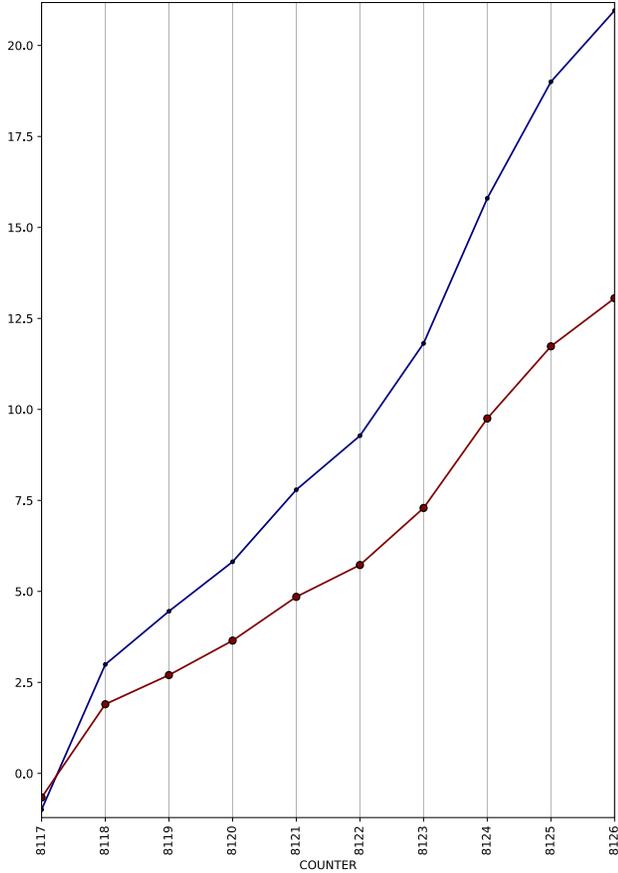
MEAN: EG01 - EP02
(Flight 81 Engine Parameters)



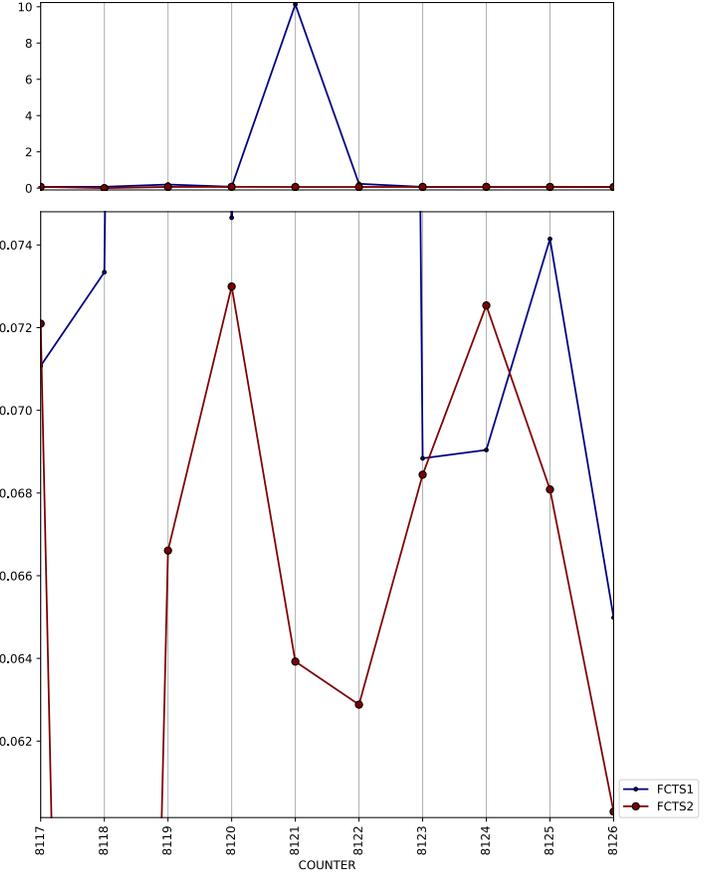
1/2PTP: EG01 - EP02
(Flight 81 Engine Parameters)



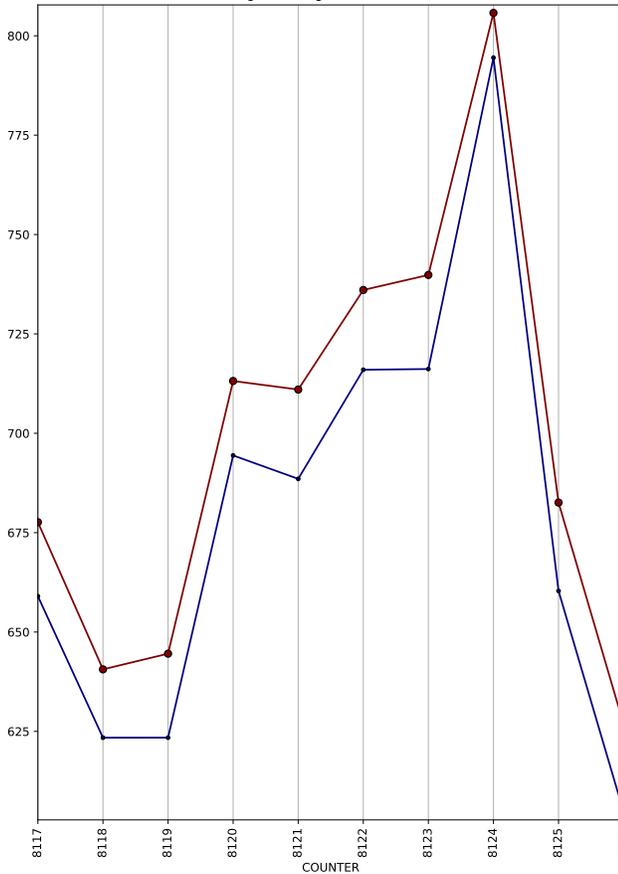
MEAN: FCTS1 - FCTSAPU
(Flight 81 Engine Parameters)



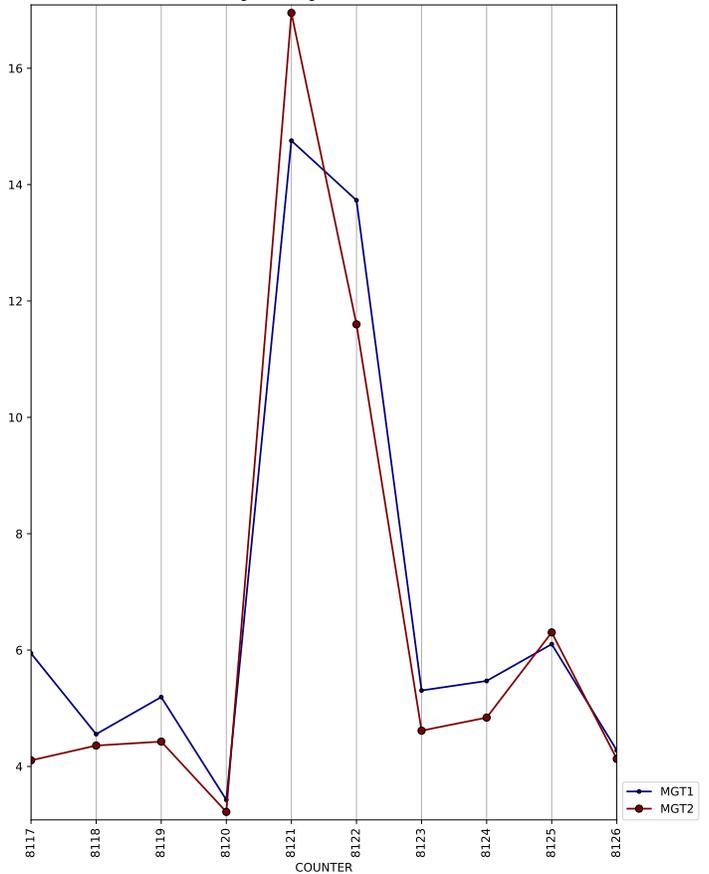
1/2PTP: FCTS1 - FCTSAPU
(Flight 81 Engine Parameters)

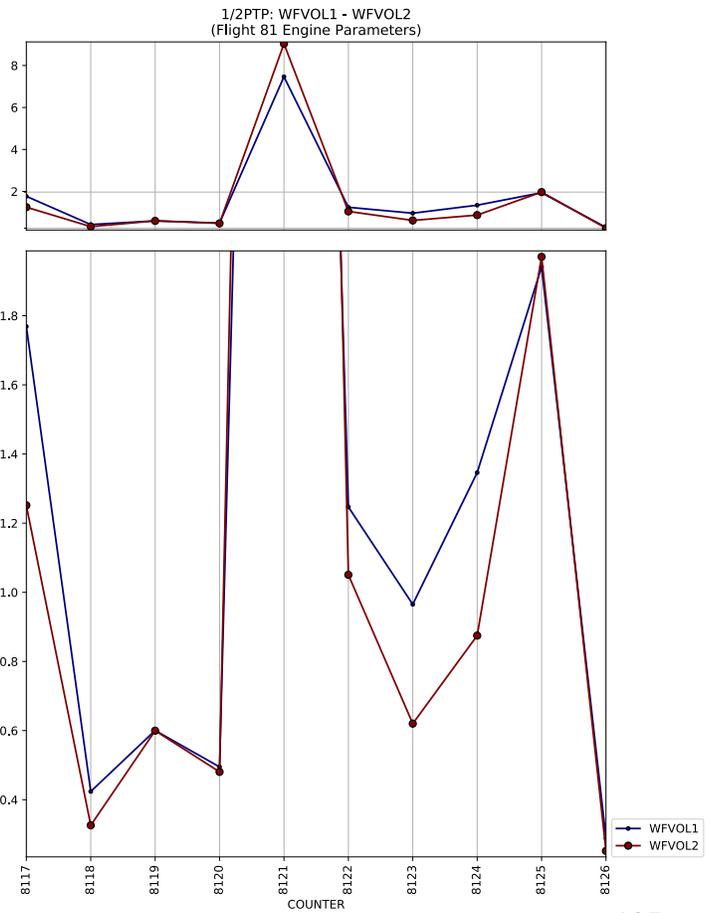
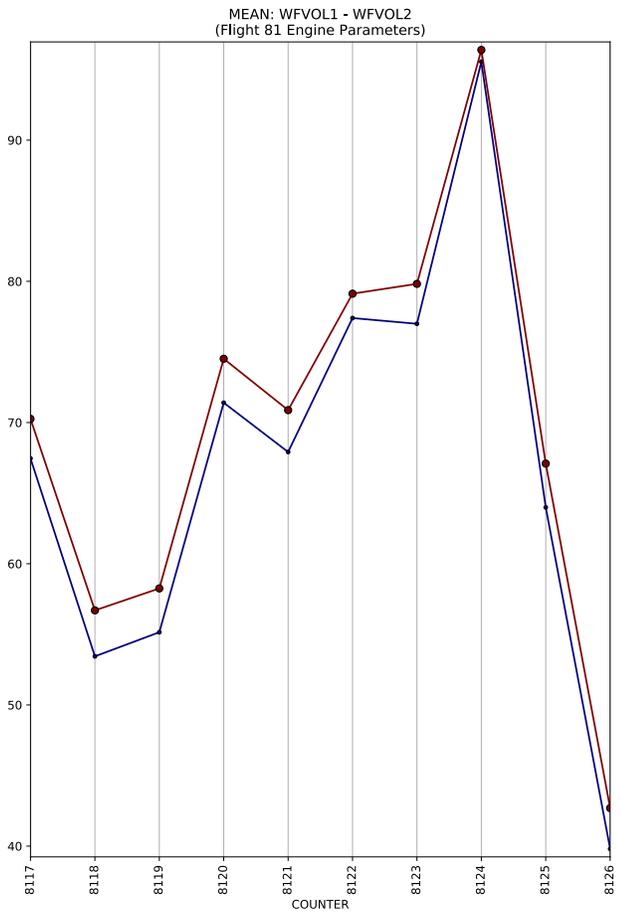
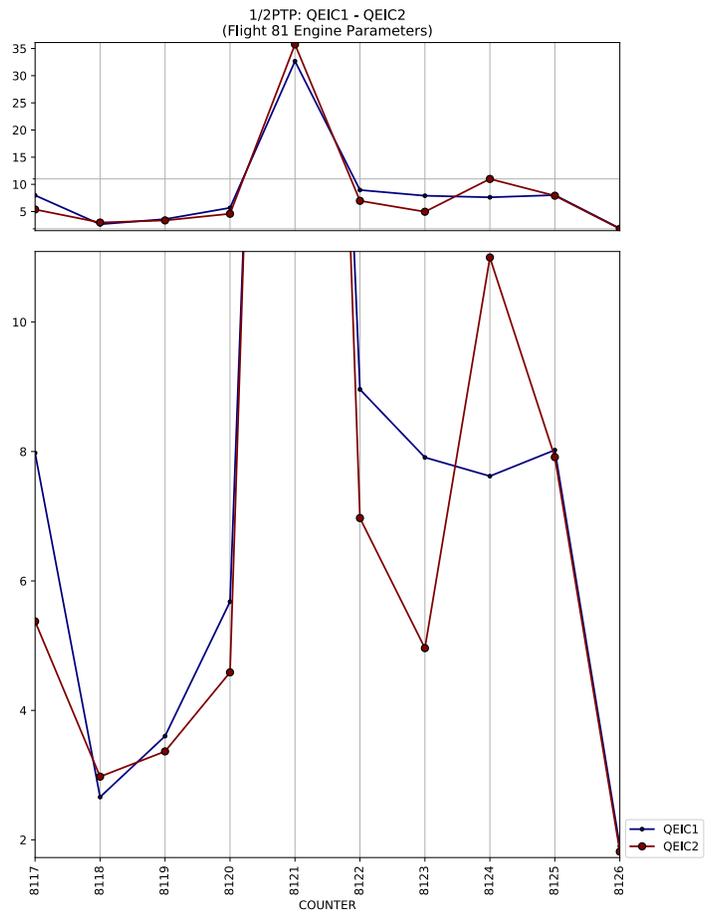
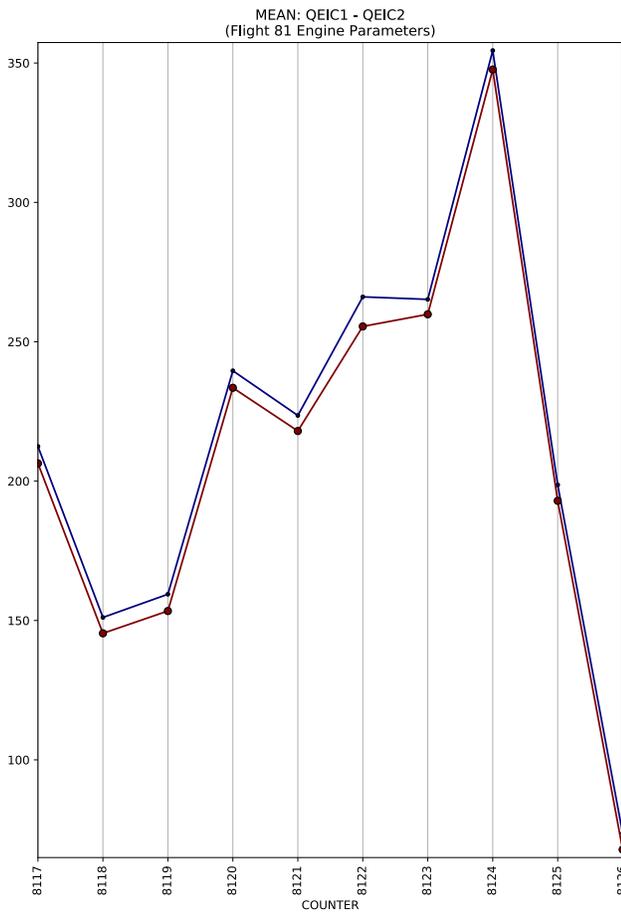


MEAN: MGT1 - MGT2
(Flight 81 Engine Parameters)

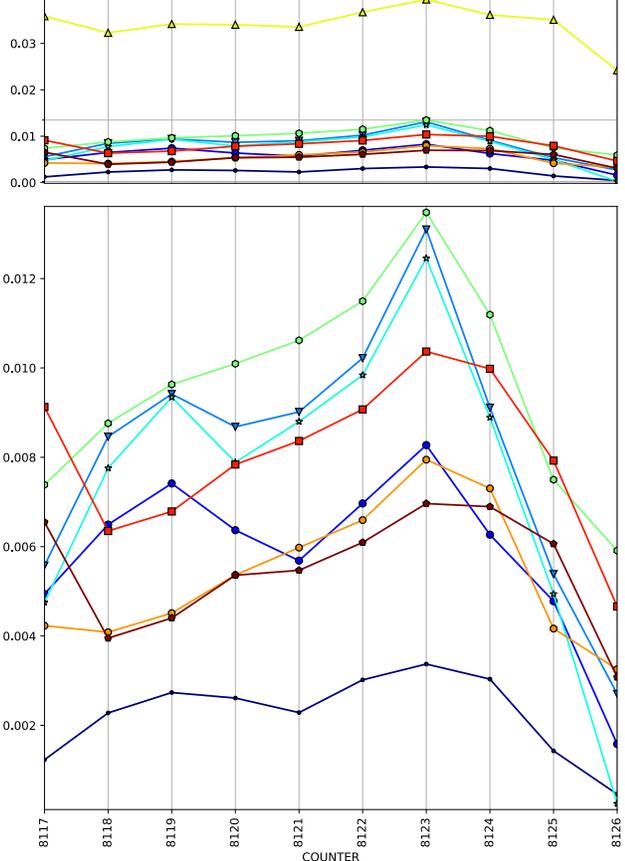


1/2PTP: MGT1 - MGT2
(Flight 81 Engine Parameters)

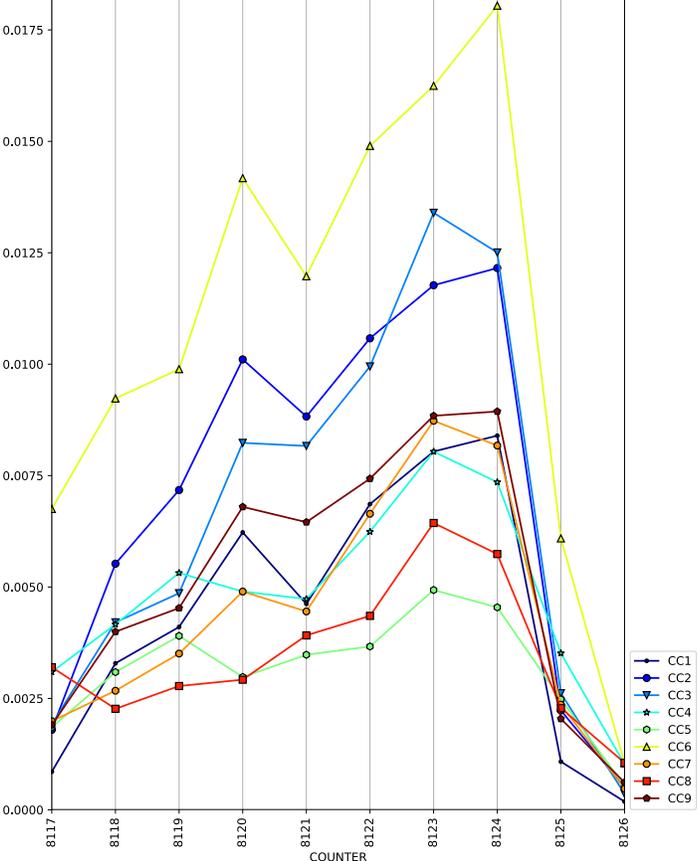




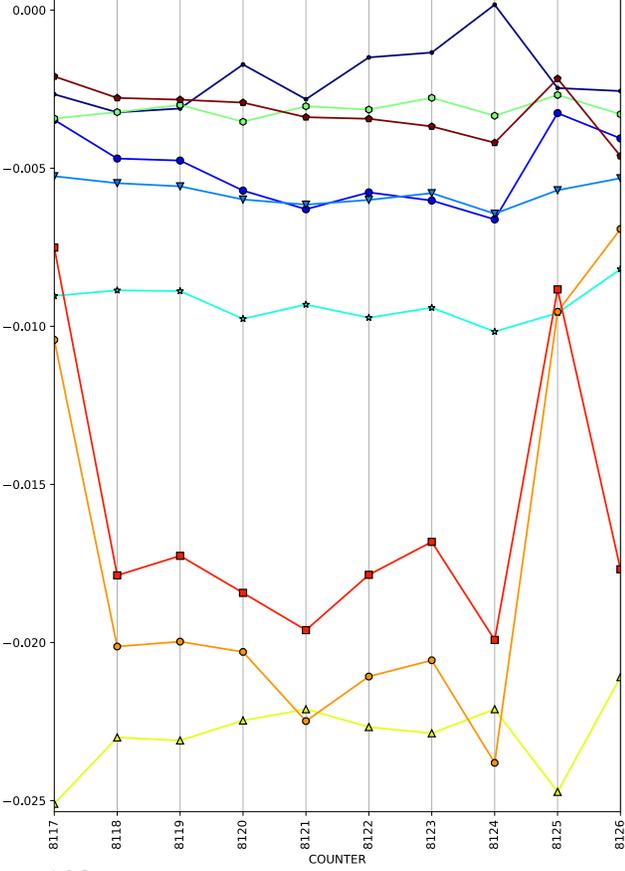
MEAN: CC1 - CC9
(Flight 81 Pressure Parameters)



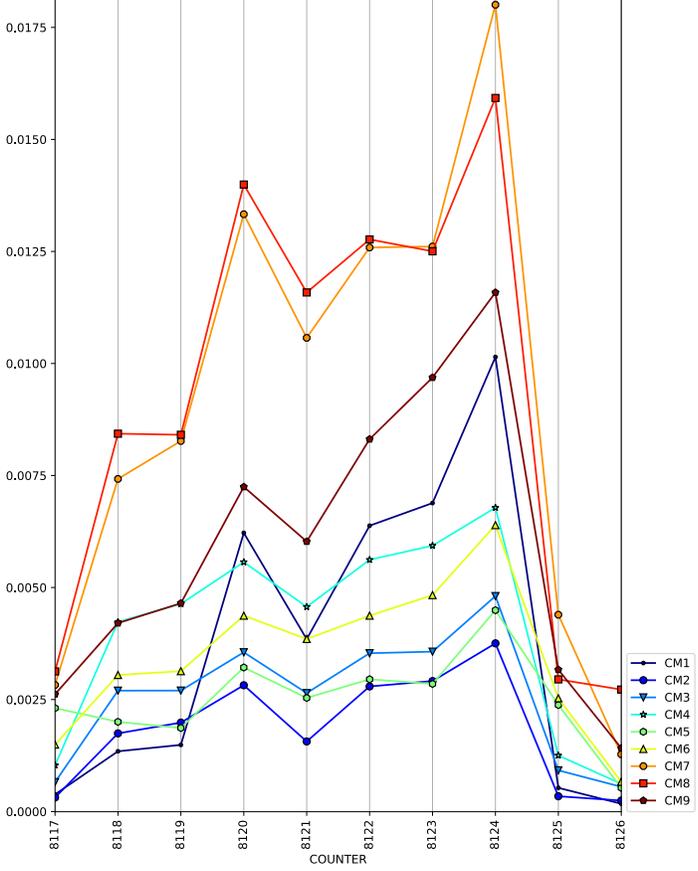
1/2PTP: CC1 - CC9
(Flight 81 Pressure Parameters)



MEAN: CM1 - CM9
(Flight 81 Pressure Parameters)



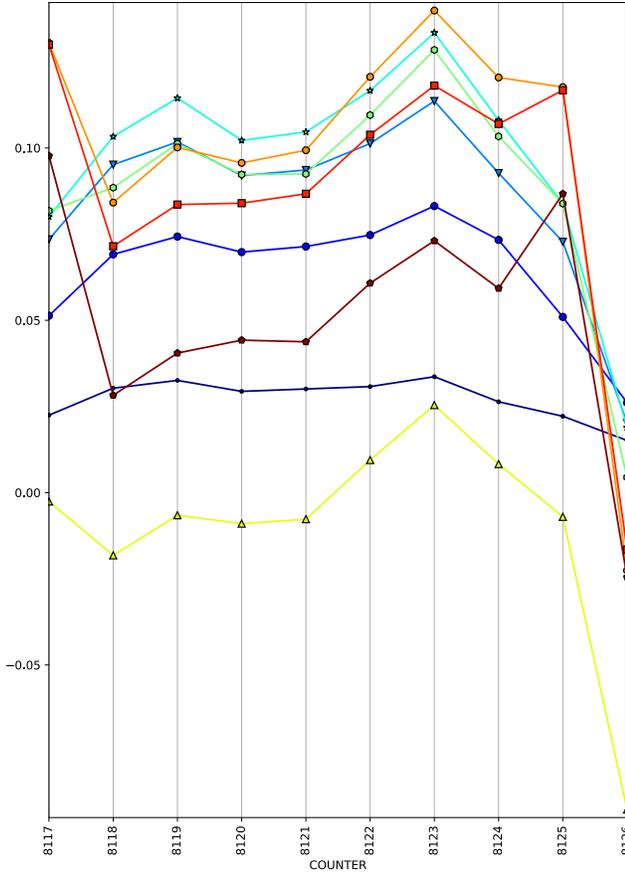
1/2PTP: CM1 - CM9
(Flight 81 Pressure Parameters)



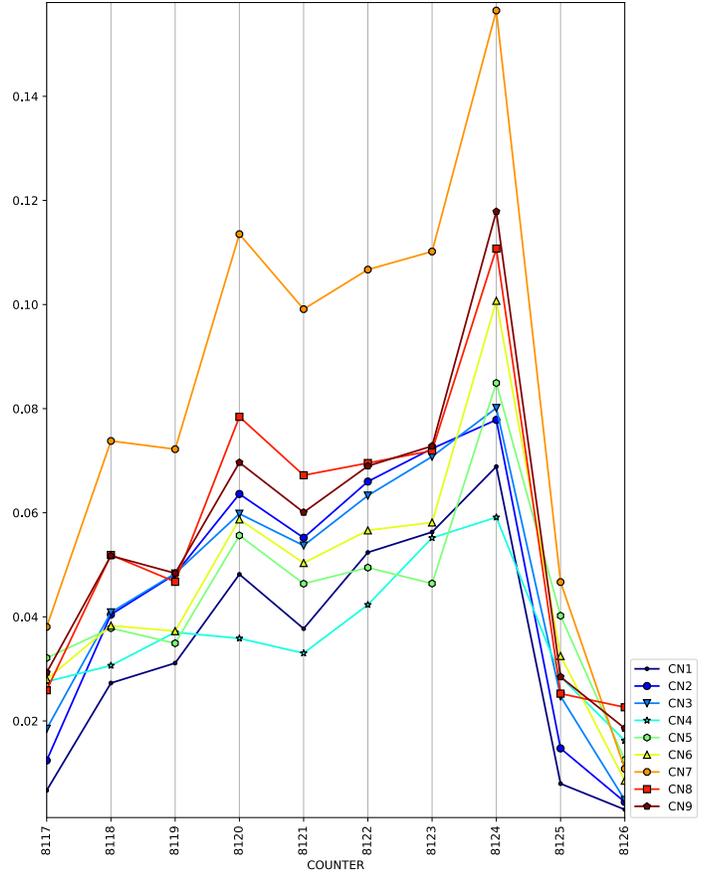
- CC1
- CC2
- CC3
- CC4
- CC5
- CC6
- CC7
- CC8
- CC9

- CM1
- CM2
- CM3
- CM4
- CM5
- CM6
- CM7
- CM8
- CM9

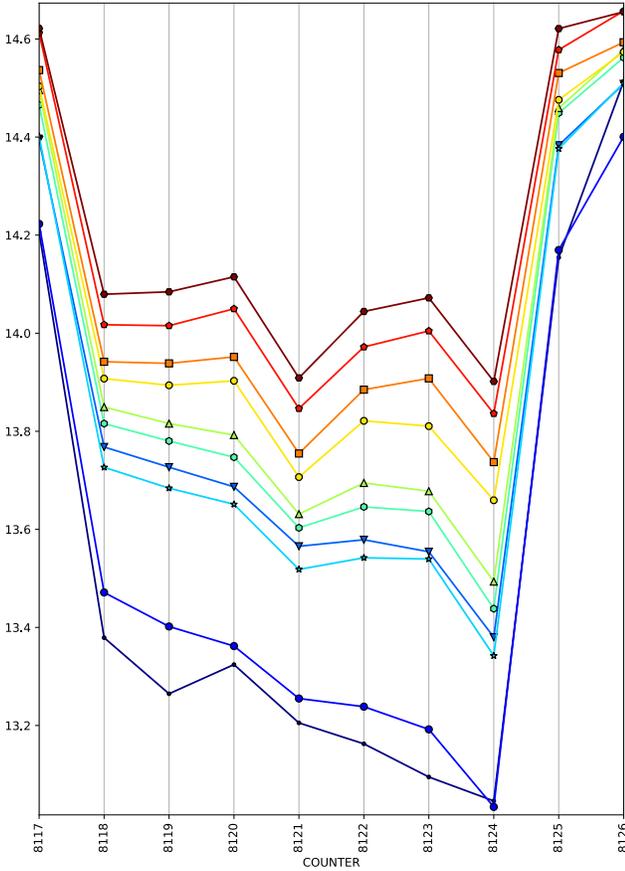
MEAN: CN1 - CN9
(Flight 81 Pressure Parameters)



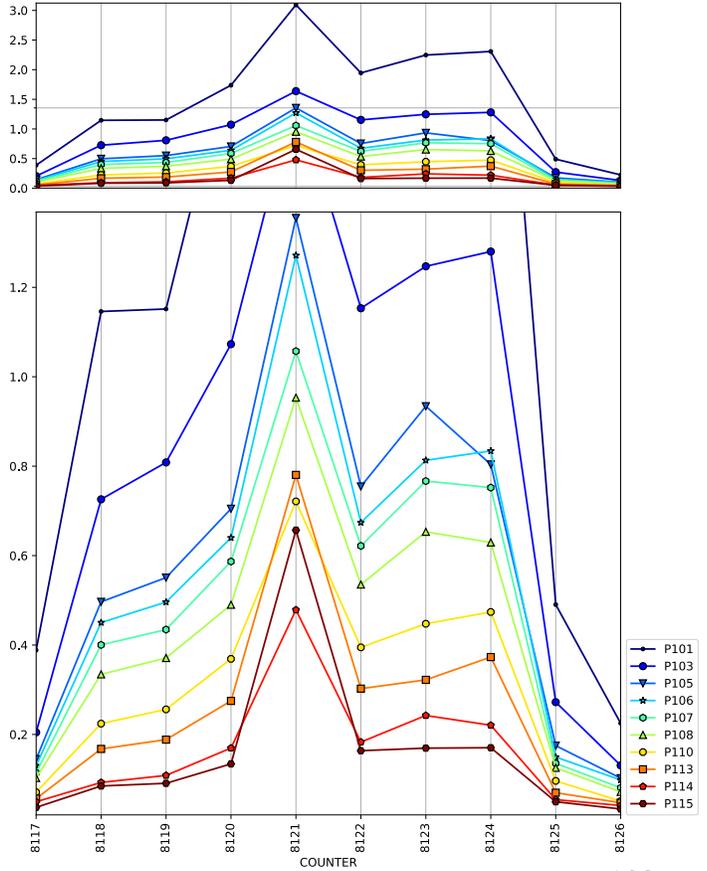
1/2PTP: CN1 - CN9
(Flight 81 Pressure Parameters)



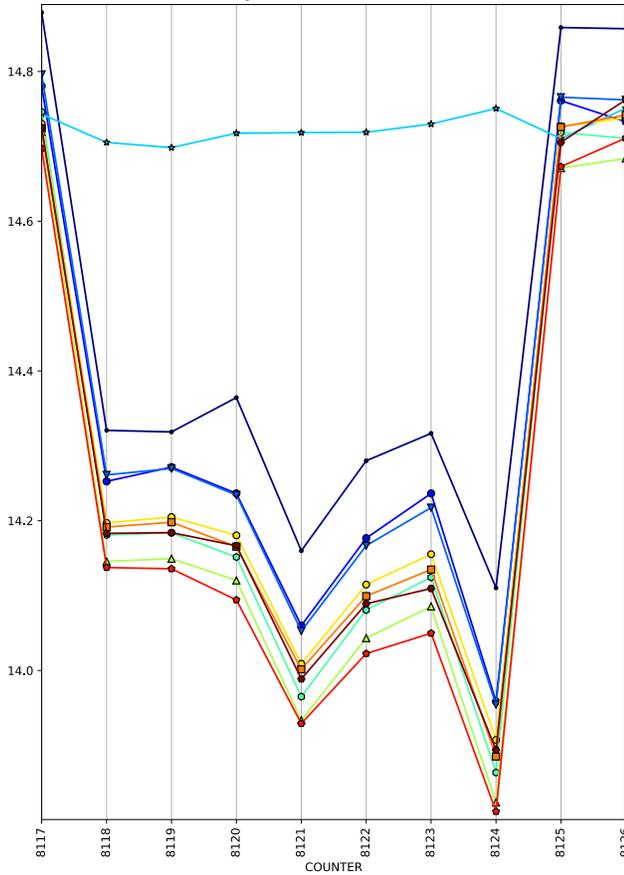
MEAN: P101 - P115
(Flight 81 Pressure Parameters)



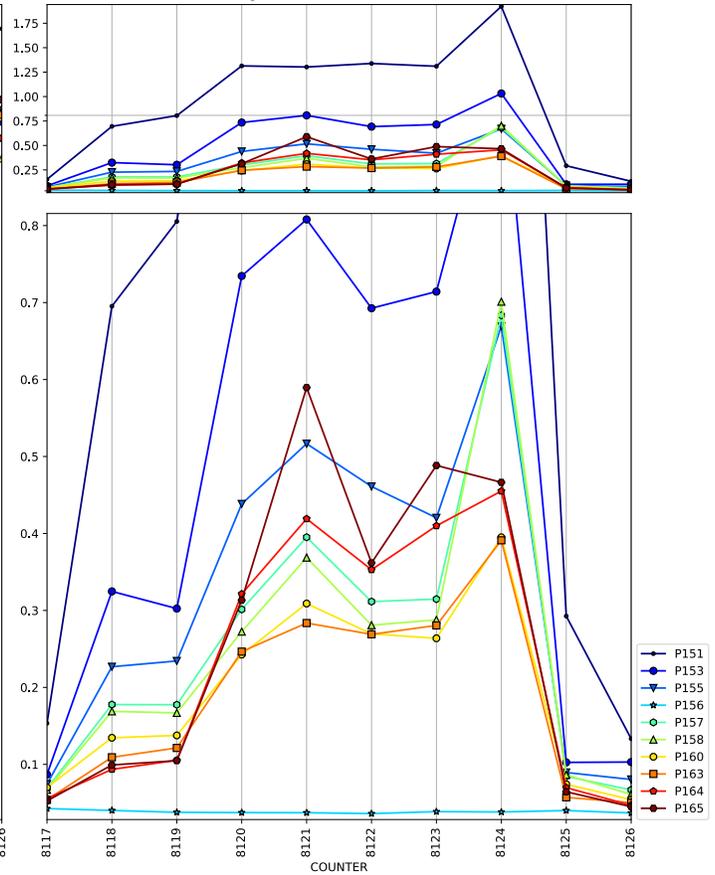
1/2PTP: P101 - P115
(Flight 81 Pressure Parameters)



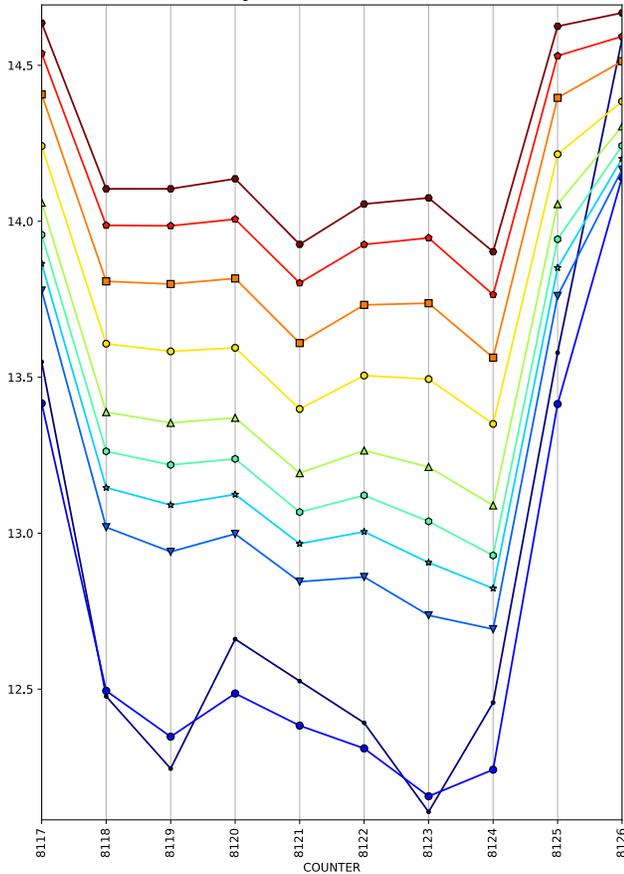
MEAN: P151 - P165
(Flight 81 Pressure Parameters)



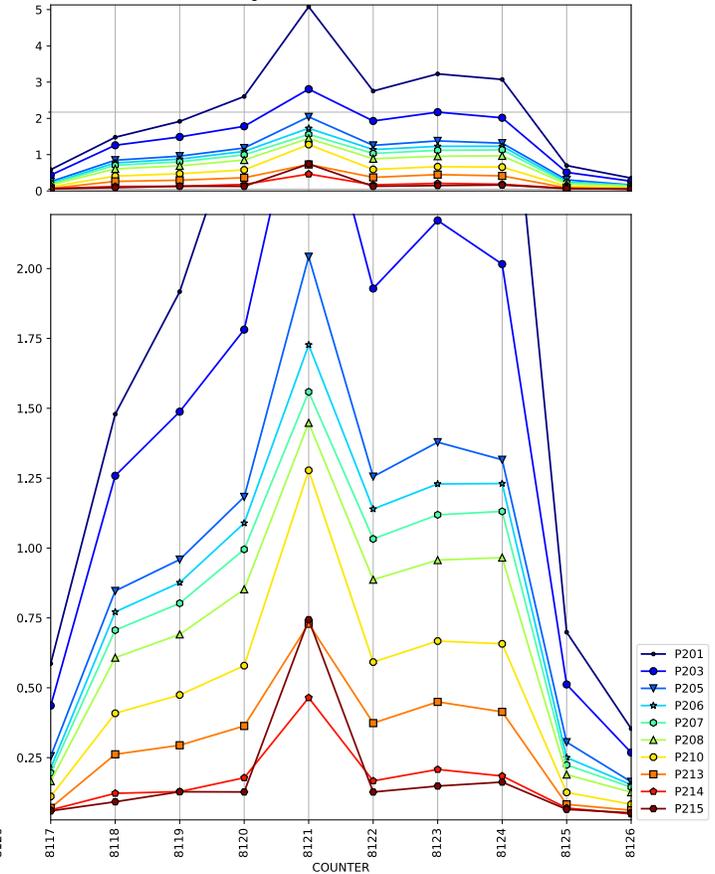
1/2PTP: P151 - P165
(Flight 81 Pressure Parameters)



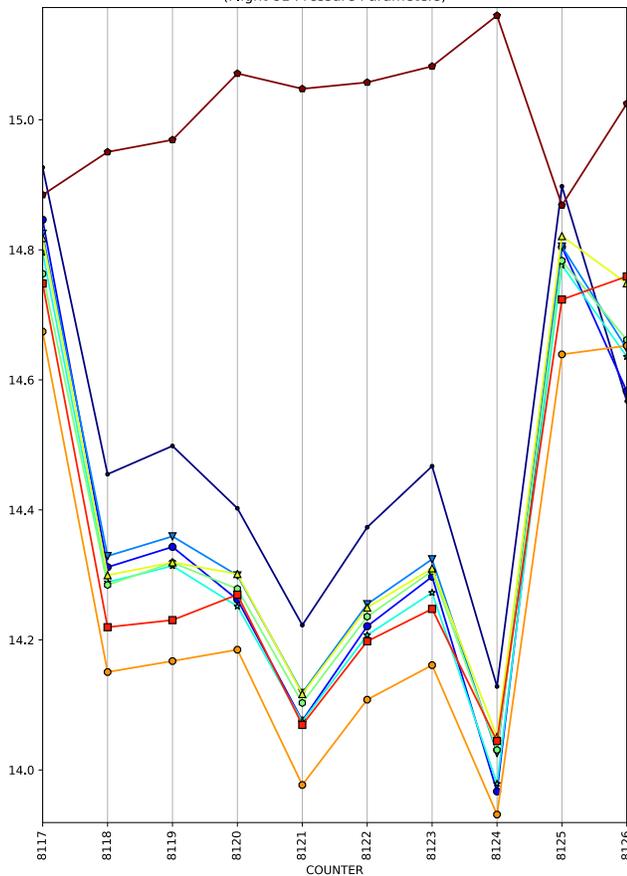
MEAN: P201 - P215
(Flight 81 Pressure Parameters)



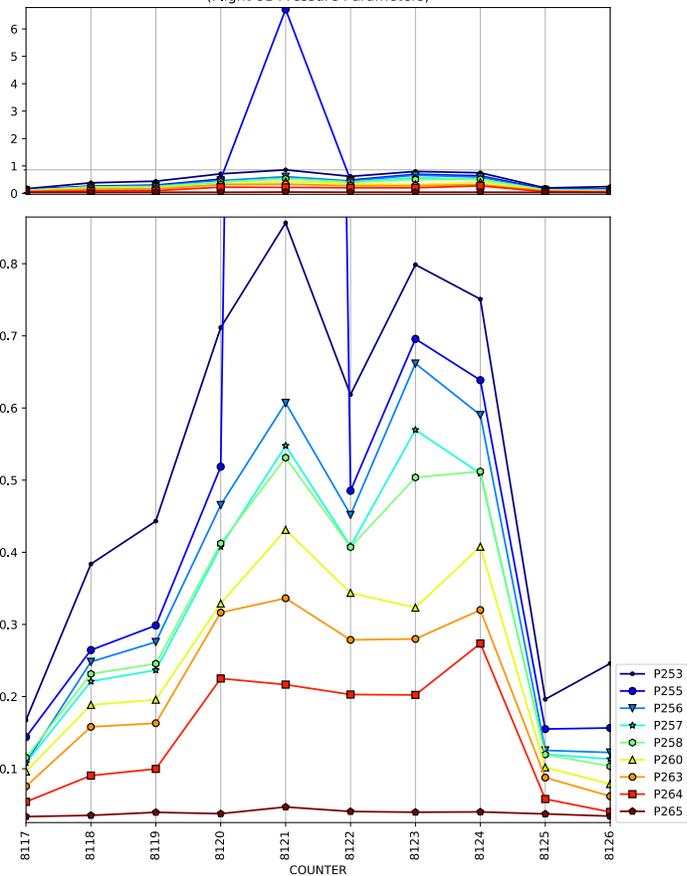
1/2PTP: P201 - P215
(Flight 81 Pressure Parameters)



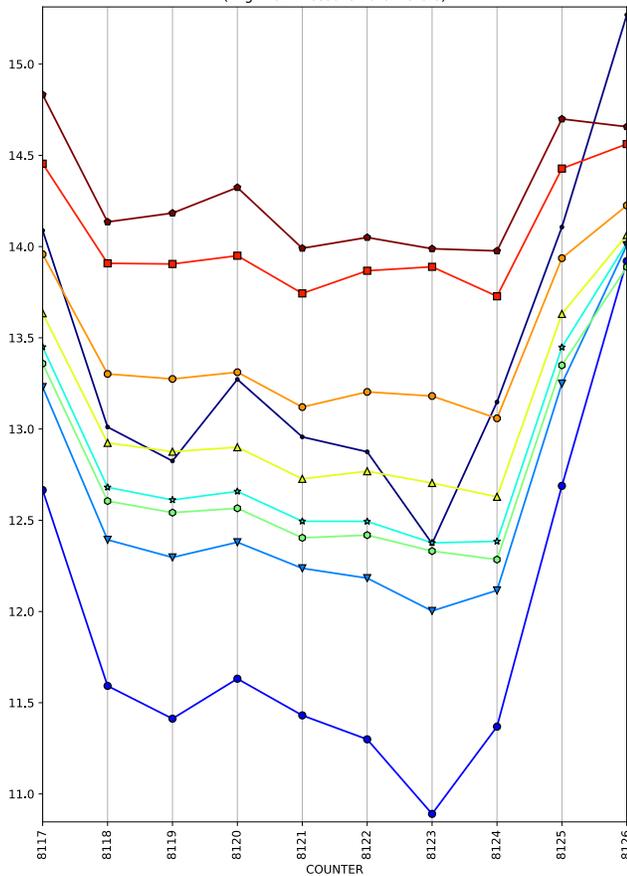
MEAN: P251 - P265
(Flight 81 Pressure Parameters)



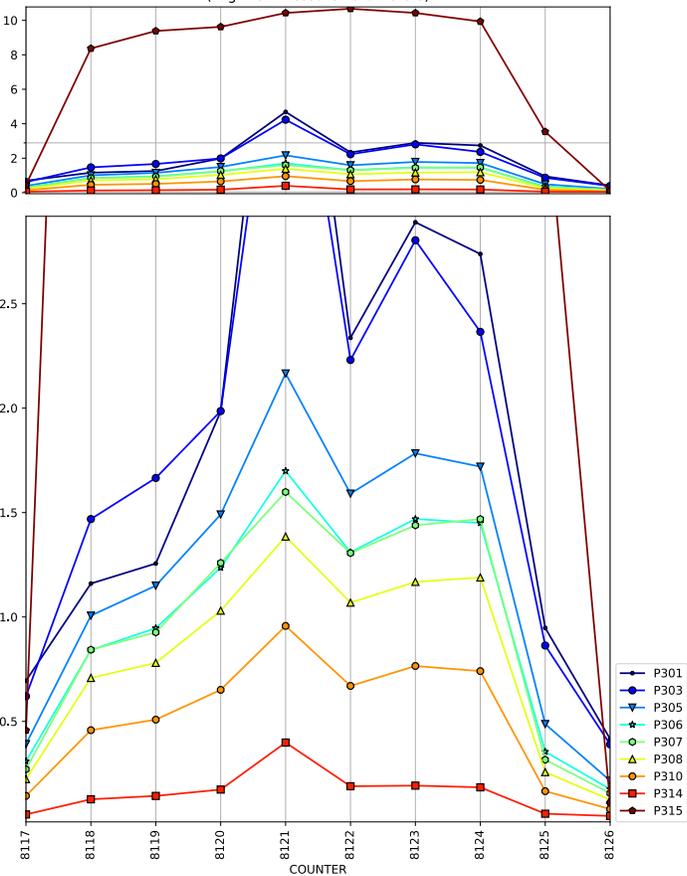
1/2PTP: P251 - P265
(Flight 81 Pressure Parameters)



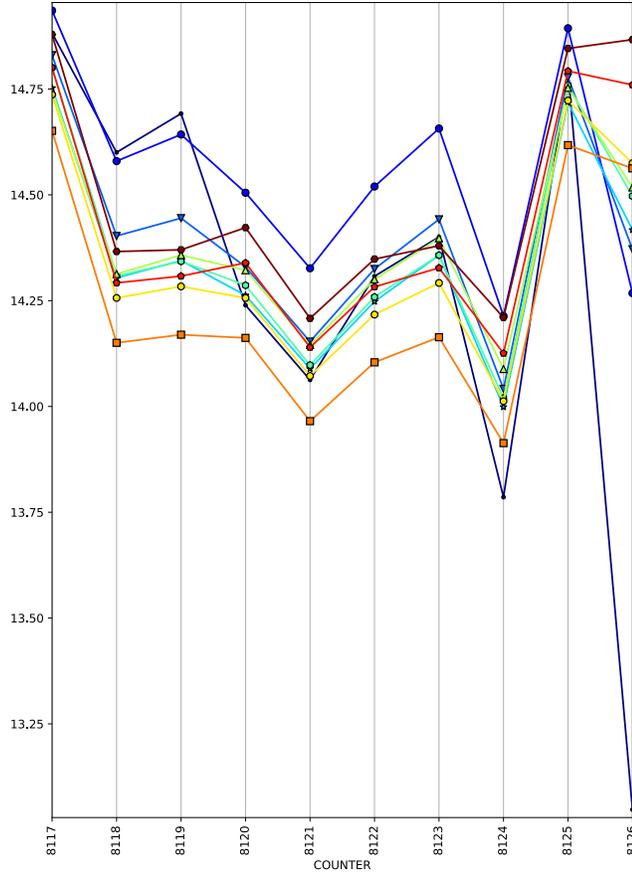
MEAN: P301 - P315
(Flight 81 Pressure Parameters)



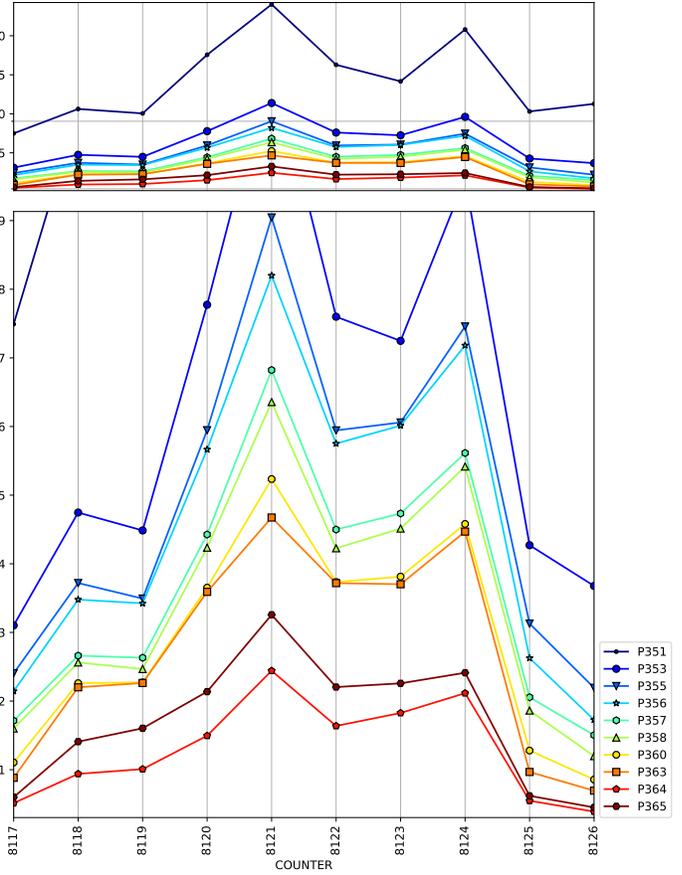
1/2PTP: P301 - P315
(Flight 81 Pressure Parameters)



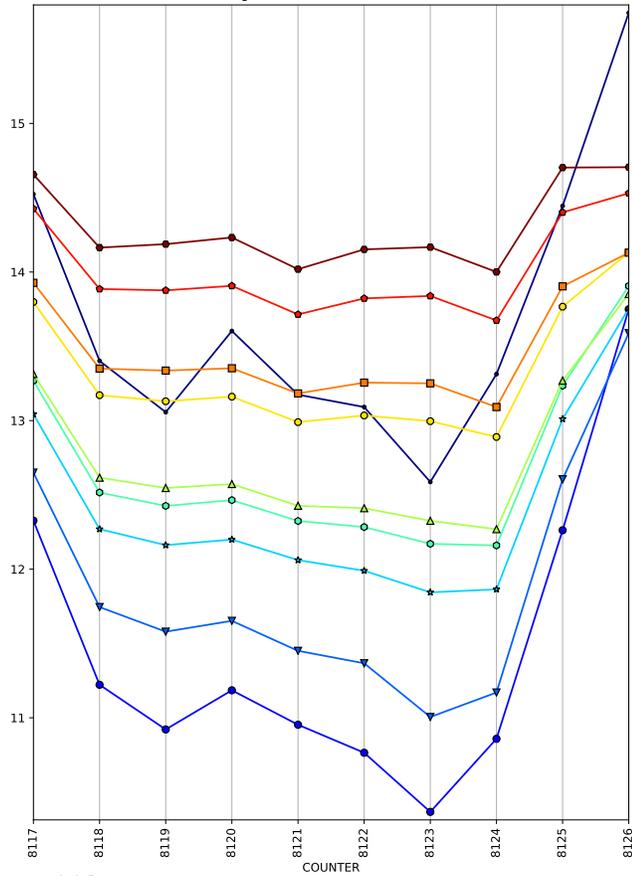
MEAN: P351 - P365
(Flight 81 Pressure Parameters)



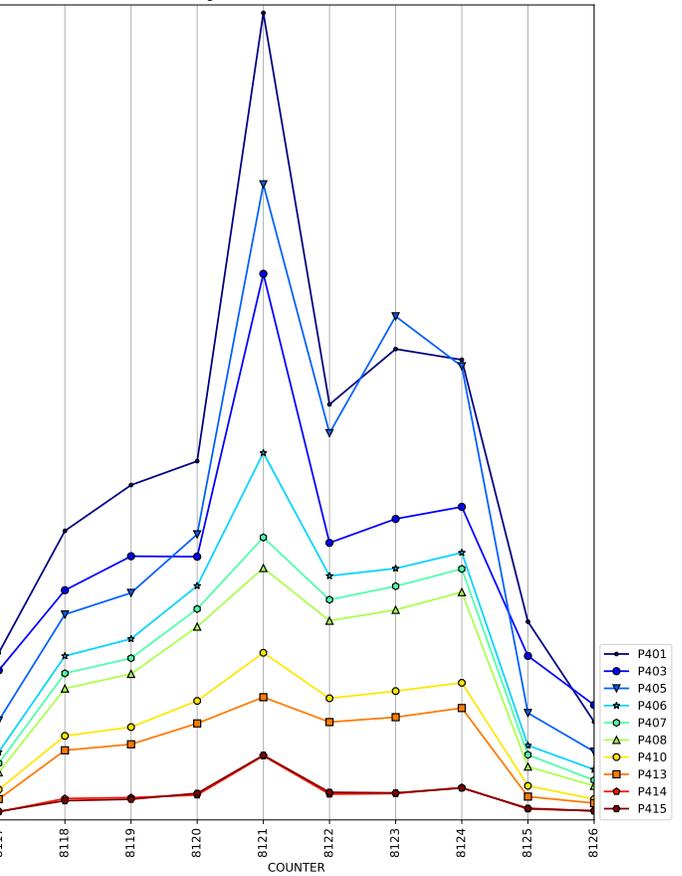
1/2PTP: P351 - P365
(Flight 81 Pressure Parameters)

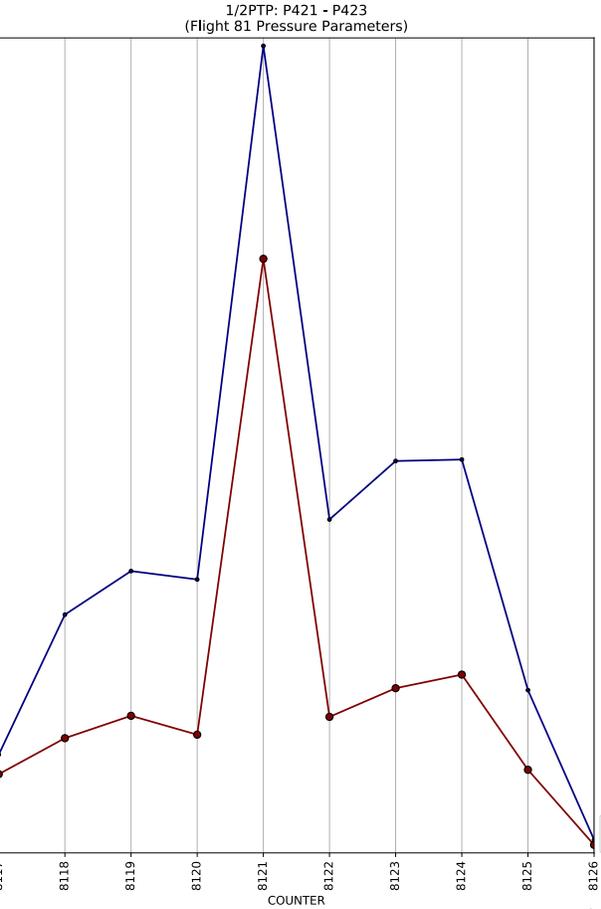
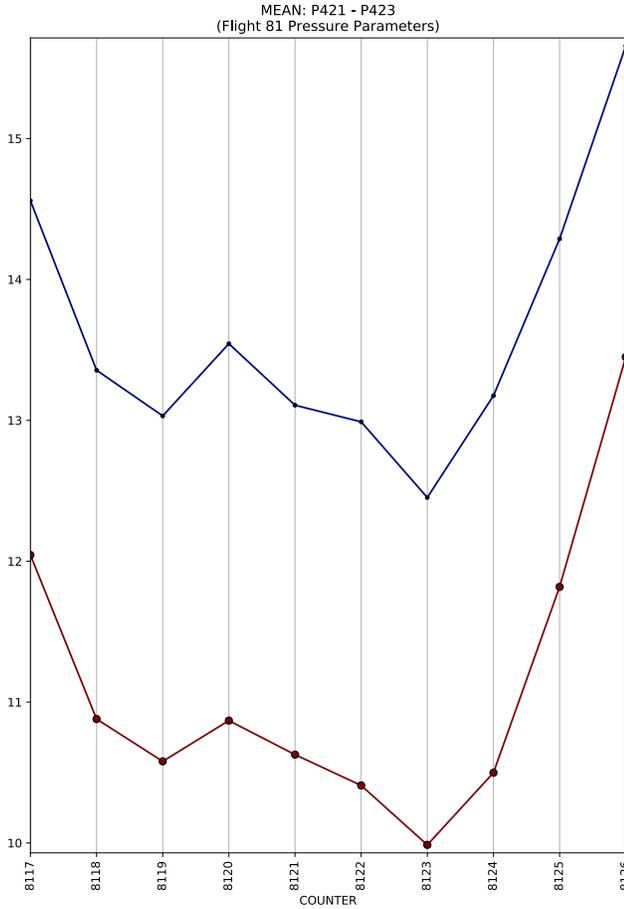
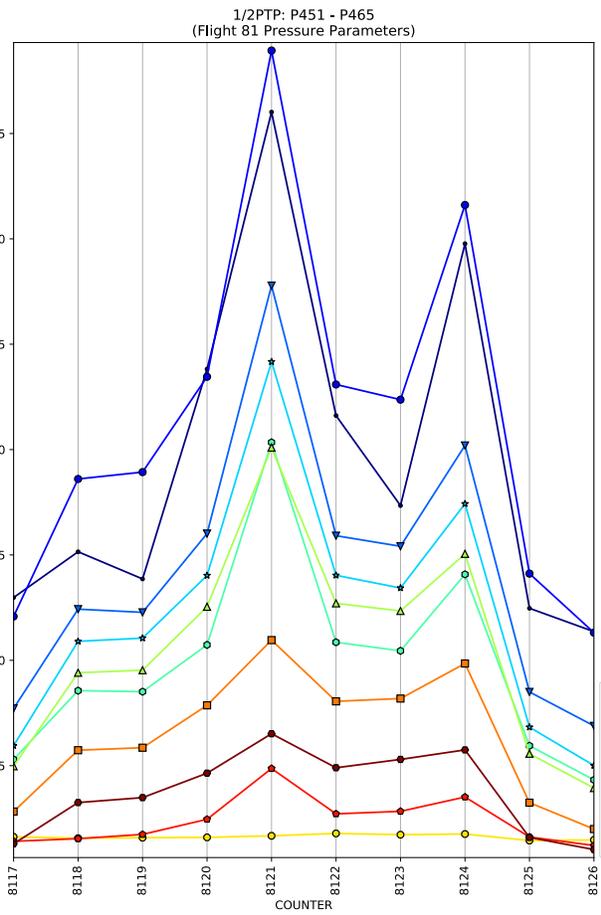
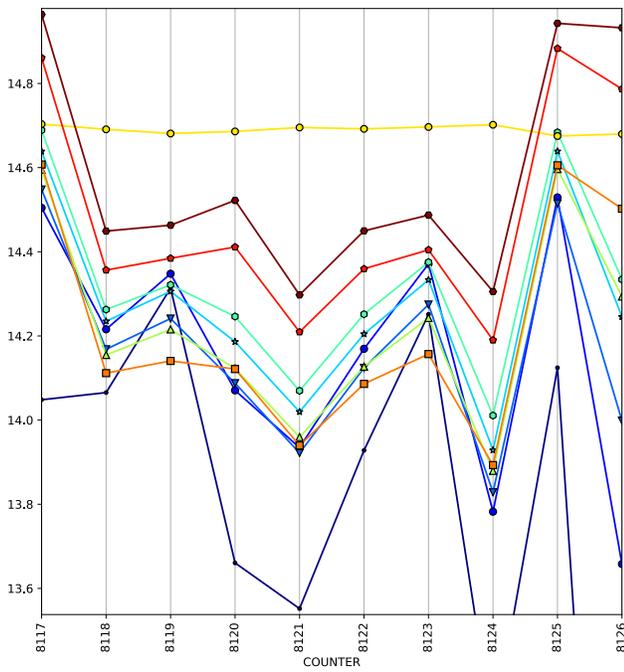
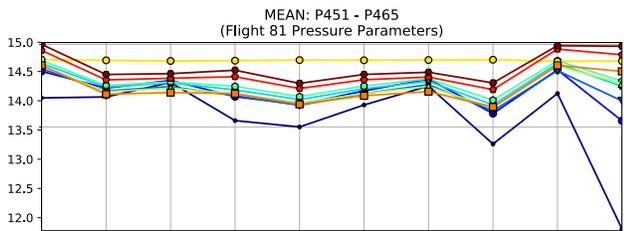


MEAN: P401 - P415
(Flight 81 Pressure Parameters)

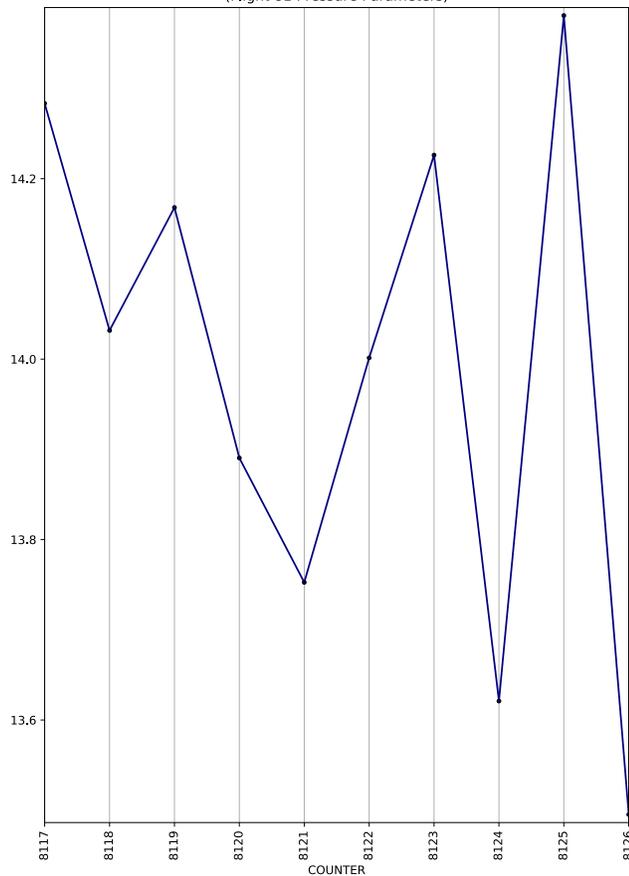


1/2PTP: P401 - P415
(Flight 81 Pressure Parameters)

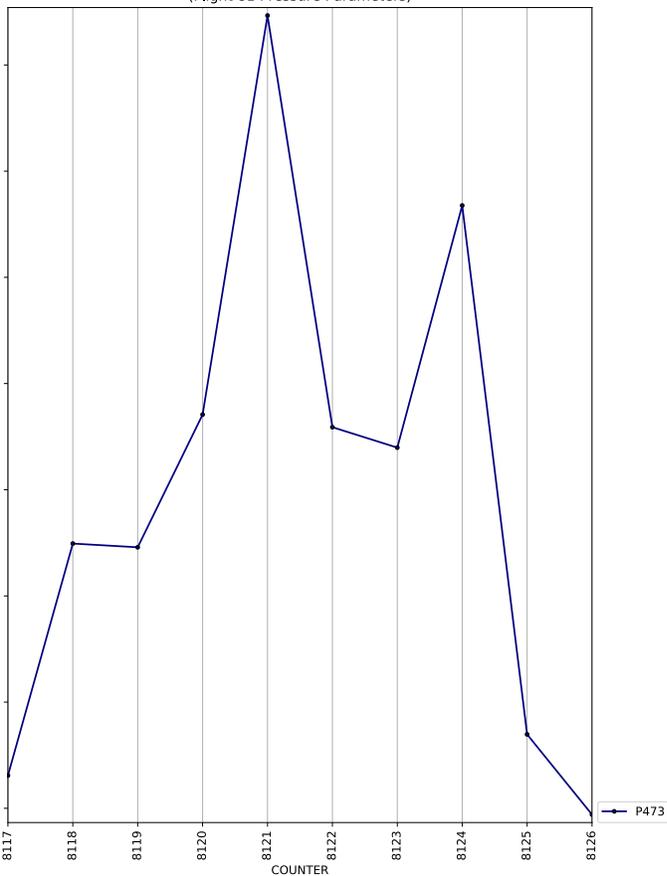




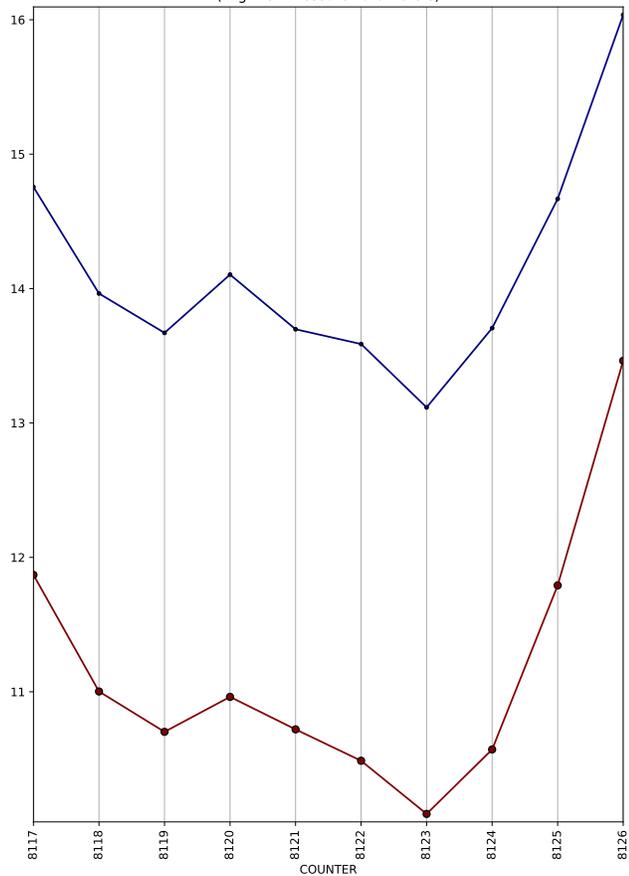
MEAN: P473 - P473
(Flight 81 Pressure Parameters)



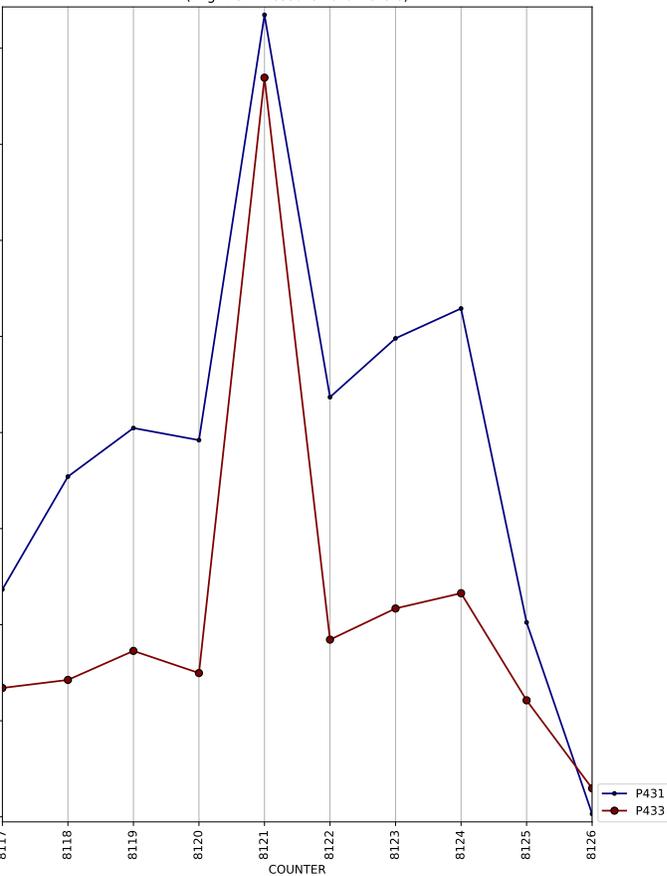
1/2PTP: P473 - P473
(Flight 81 Pressure Parameters)



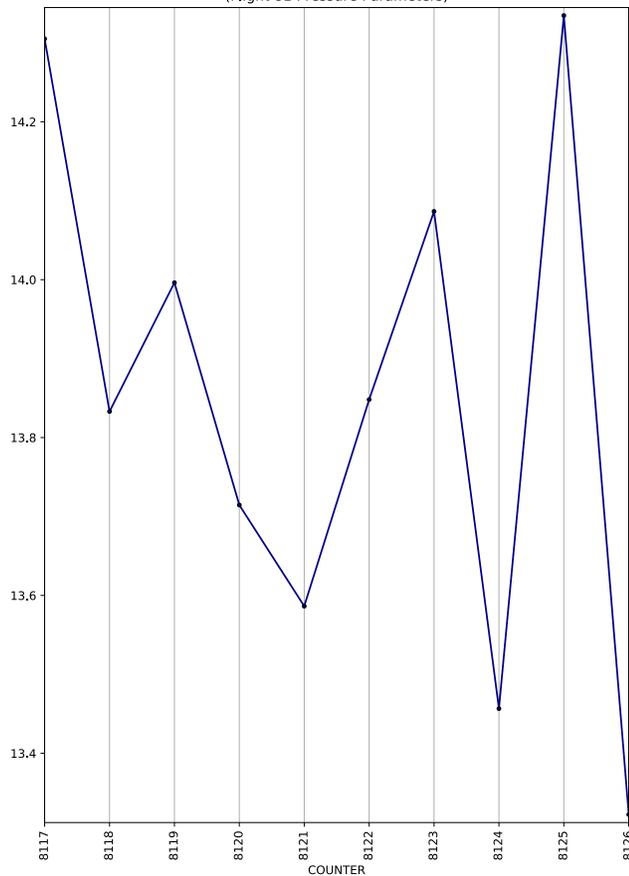
MEAN: P431 - P433
(Flight 81 Pressure Parameters)



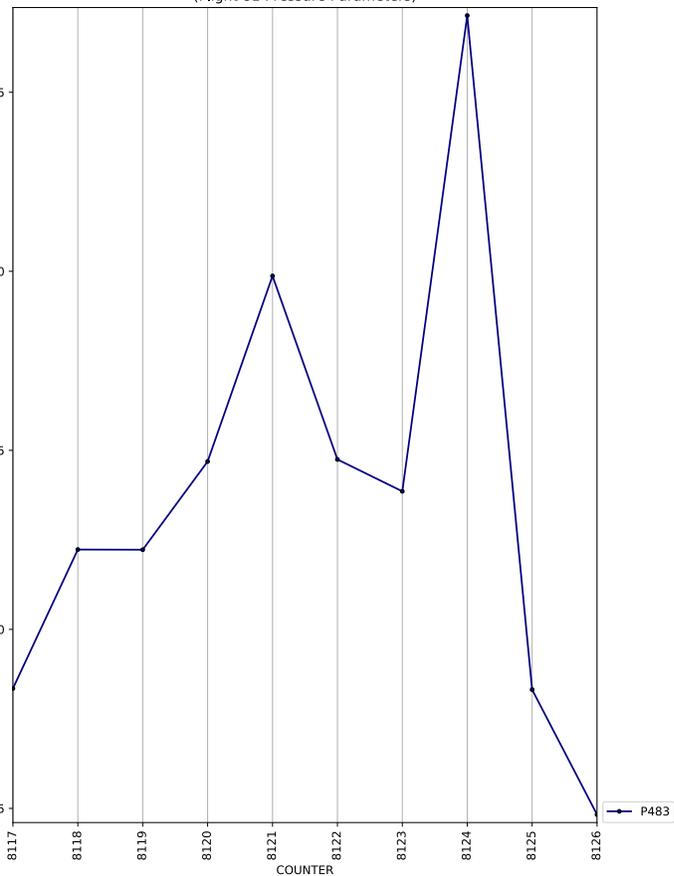
1/2PTP: P431 - P433
(Flight 81 Pressure Parameters)



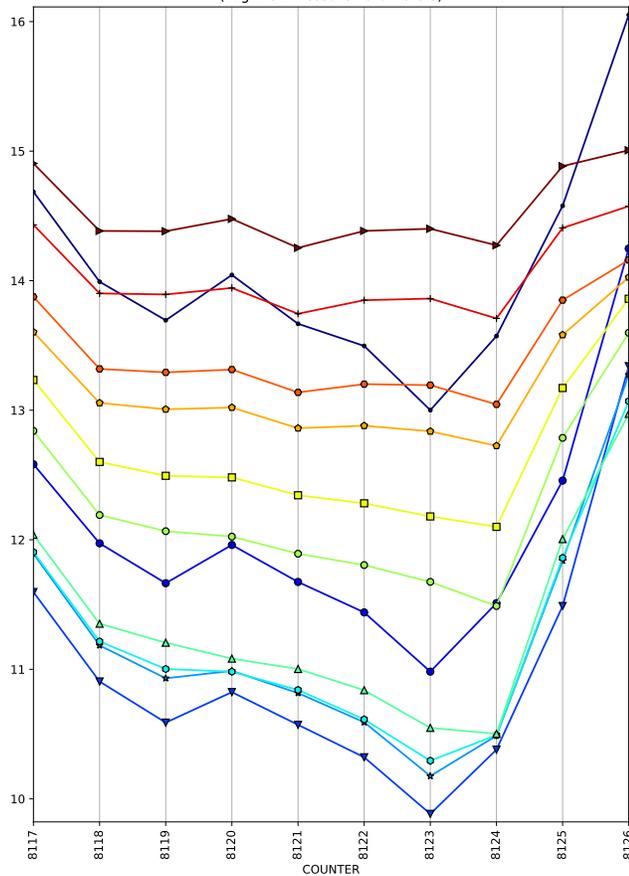
MEAN: P483 - P483
(Flight 81 Pressure Parameters)



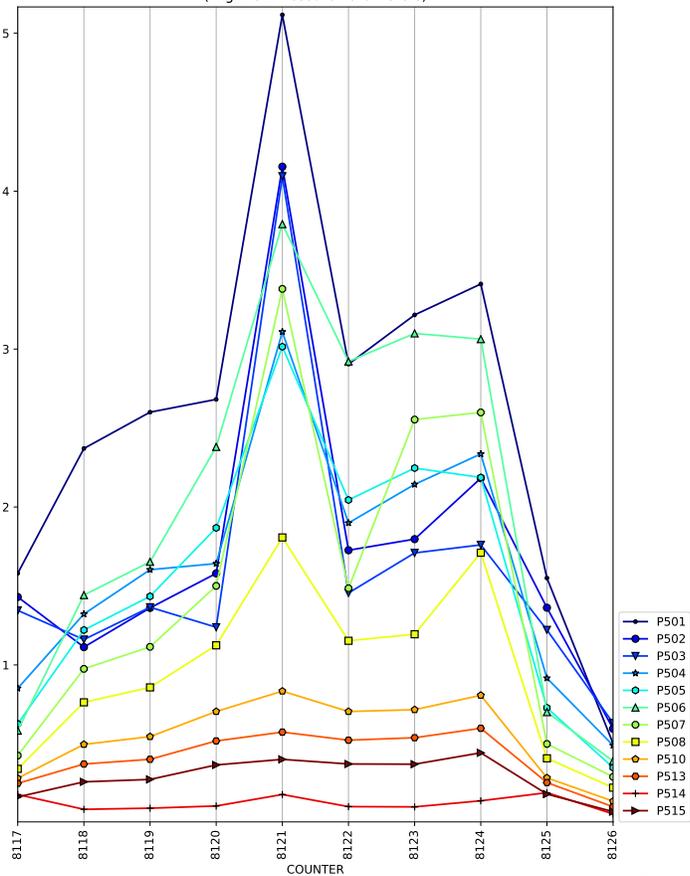
1/2PTP: P483 - P483
(Flight 81 Pressure Parameters)

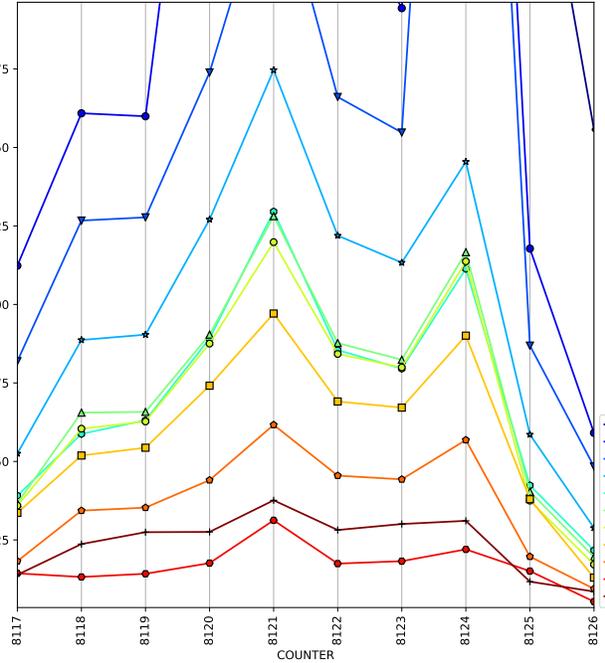
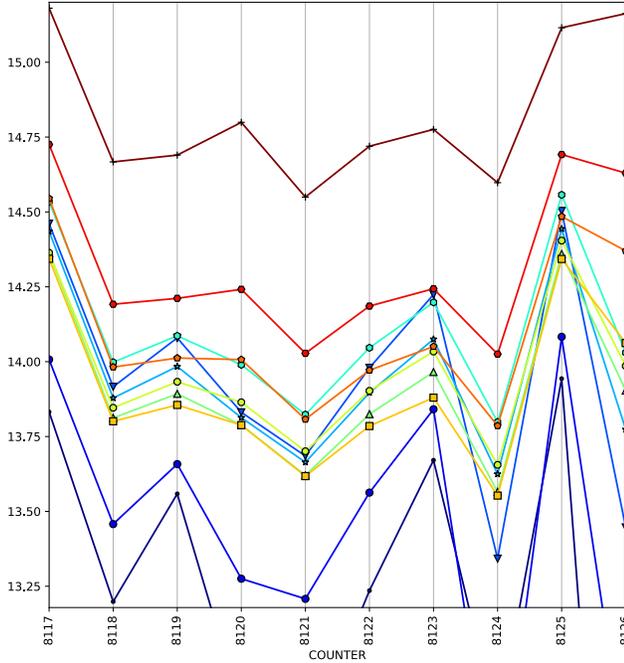
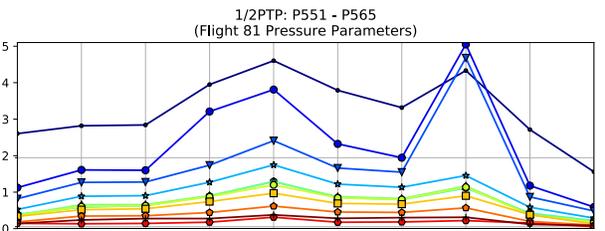
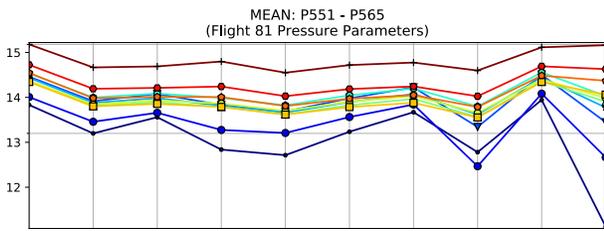


MEAN: P501 - P515
(Flight 81 Pressure Parameters)

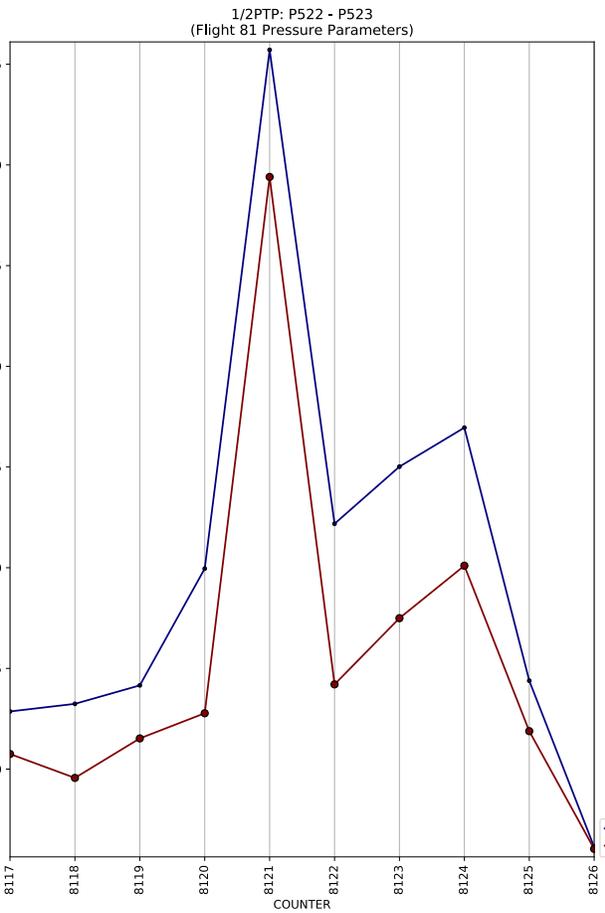
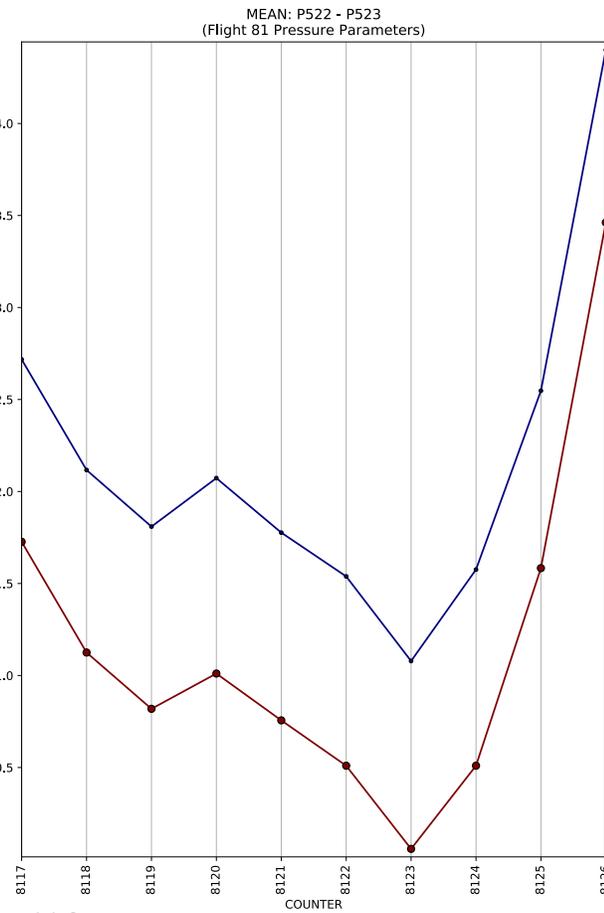


1/2PTP: P501 - P515
(Flight 81 Pressure Parameters)



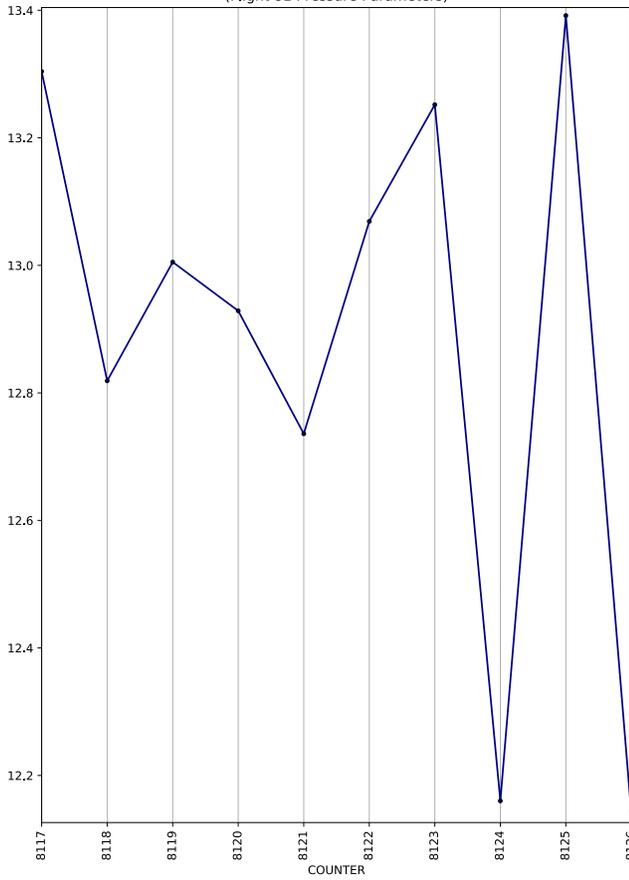


- P551
- P552
- P553
- P555
- P556
- P557
- P558
- P560
- P563
- P564
- P565

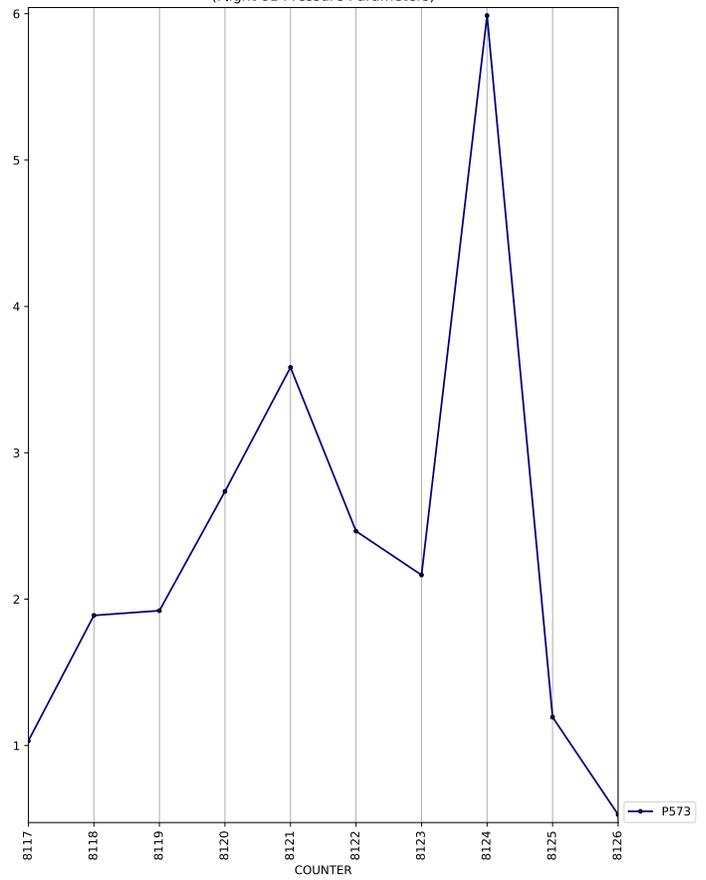


- P522
- P523

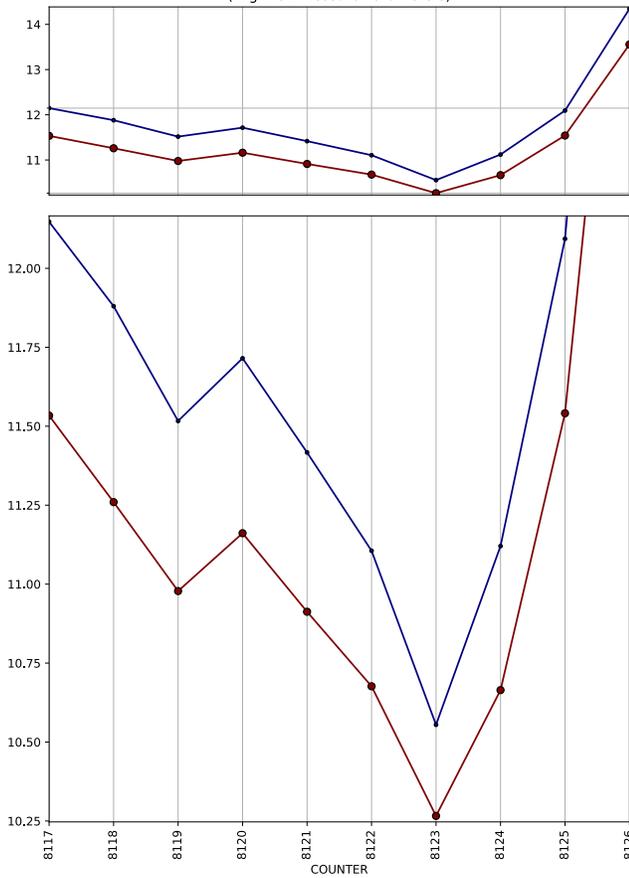
MEAN: P573 - P573
(Flight 81 Pressure Parameters)



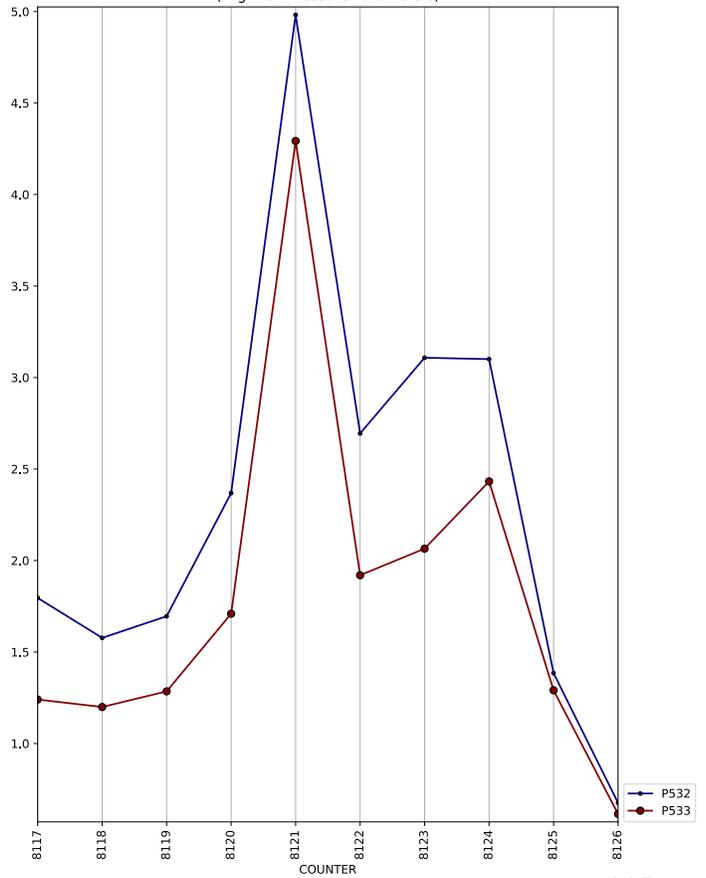
1/2PTP: P573 - P573
(Flight 81 Pressure Parameters)



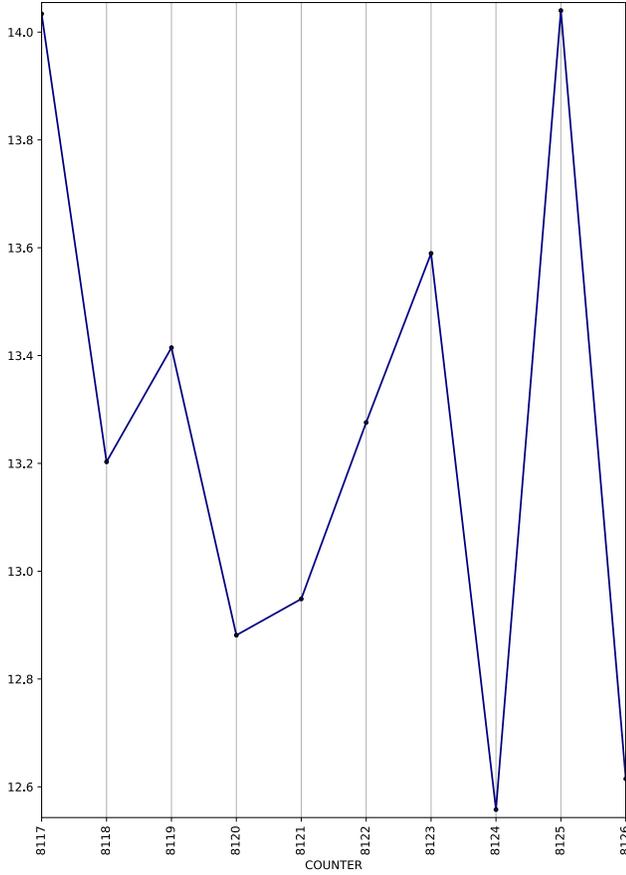
MEAN: P532 - P533
(Flight 81 Pressure Parameters)



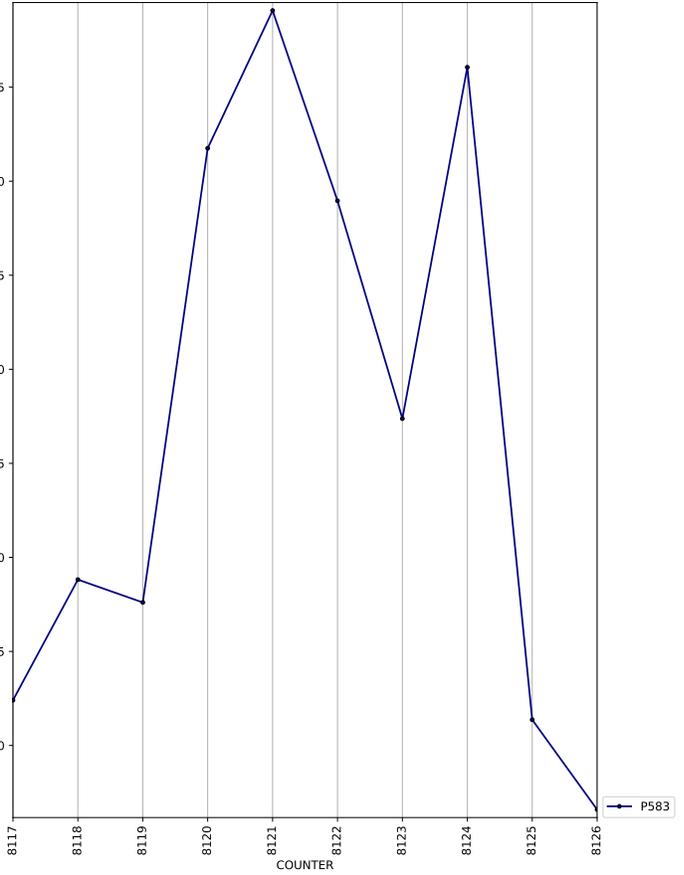
1/2PTP: P532 - P533
(Flight 81 Pressure Parameters)



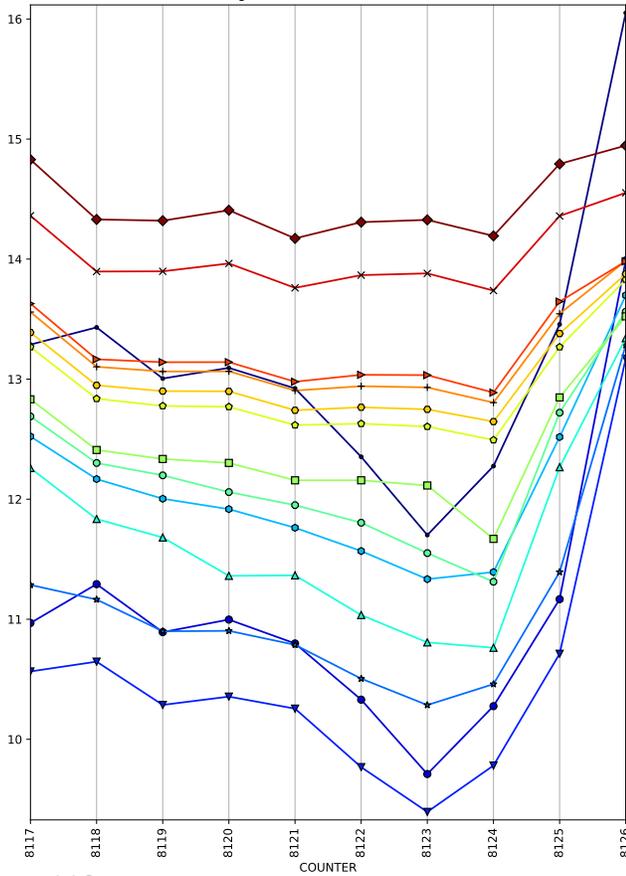
MEAN: P583 - P583
(Flight 81 Pressure Parameters)



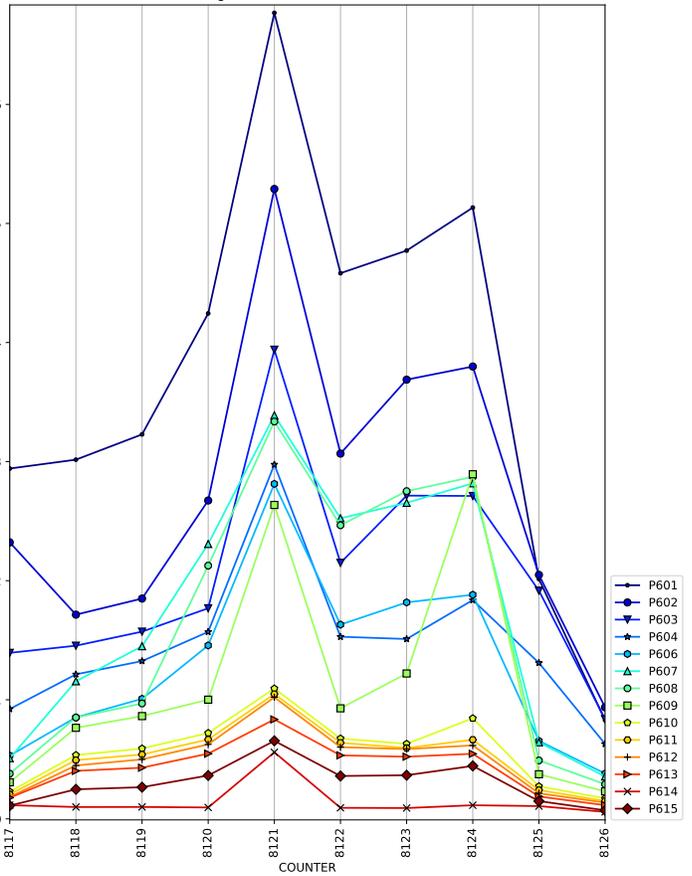
1/2PTP: P583 - P583
(Flight 81 Pressure Parameters)

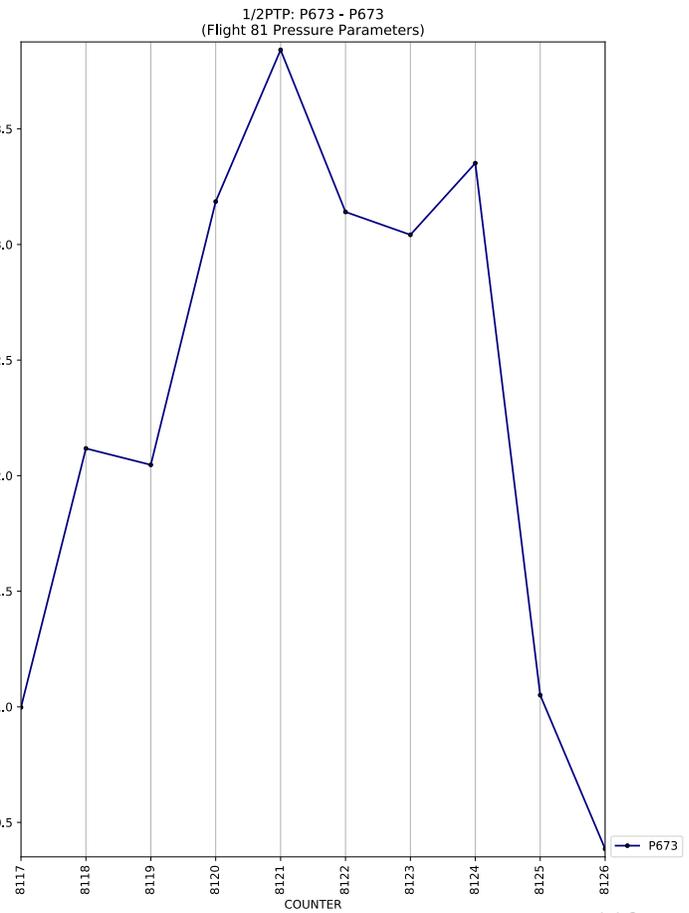
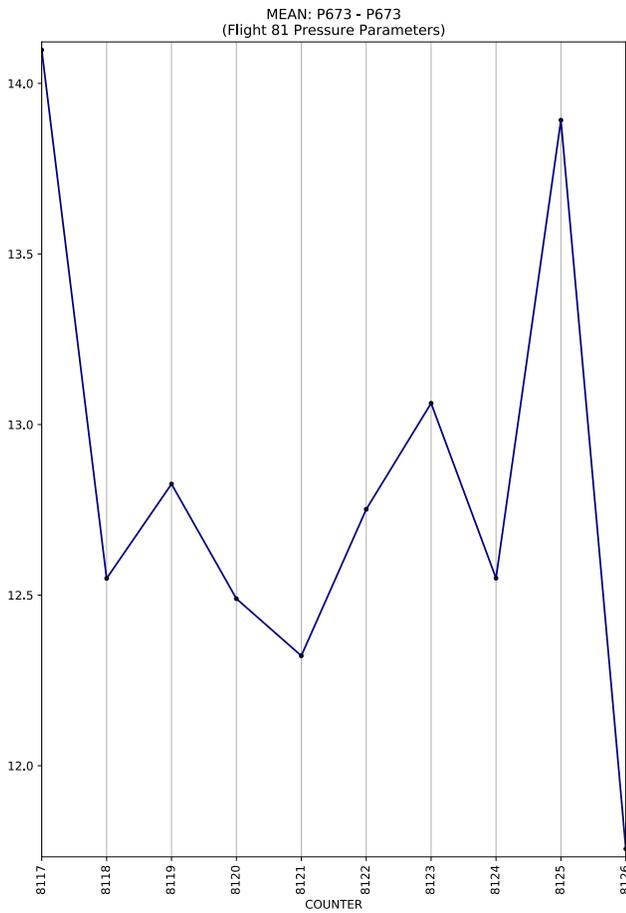
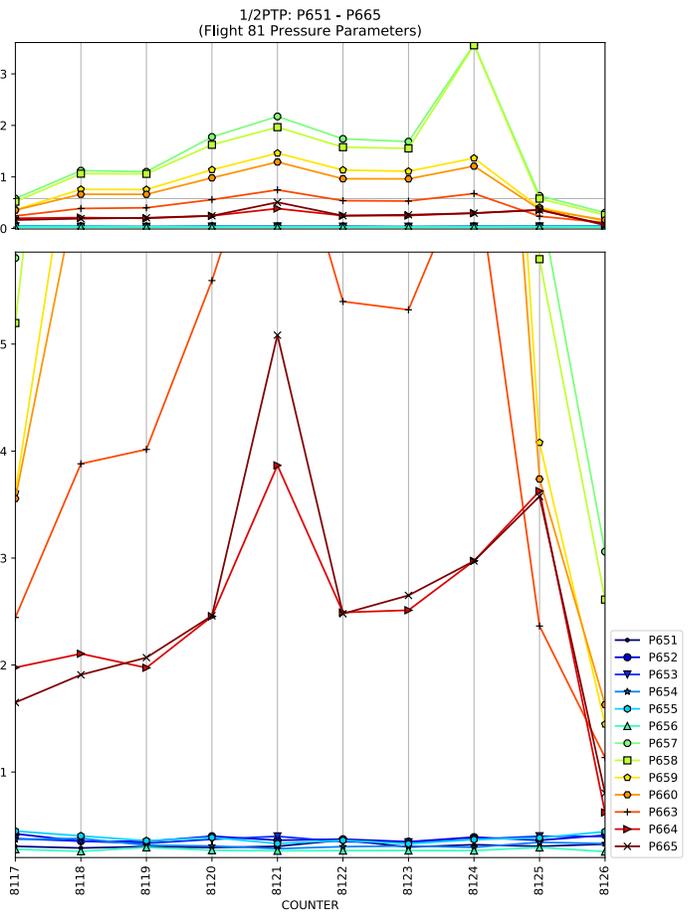
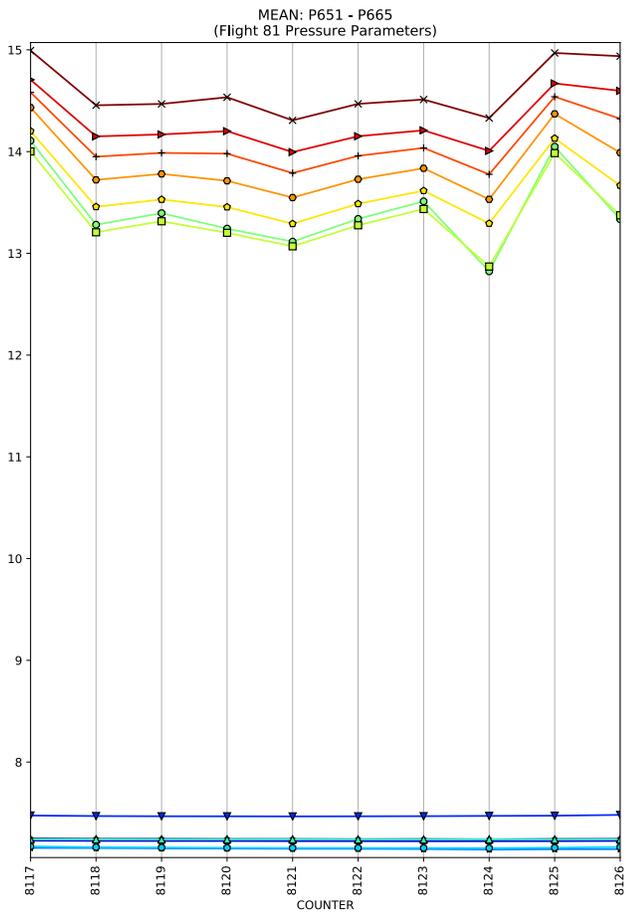


MEAN: P601 - P615
(Flight 81 Pressure Parameters)

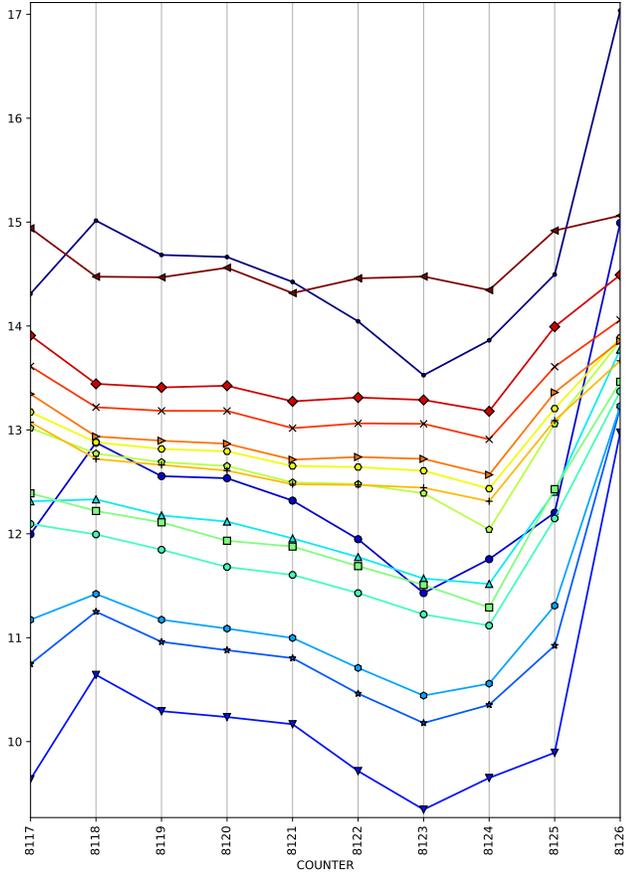


1/2PTP: P601 - P615
(Flight 81 Pressure Parameters)

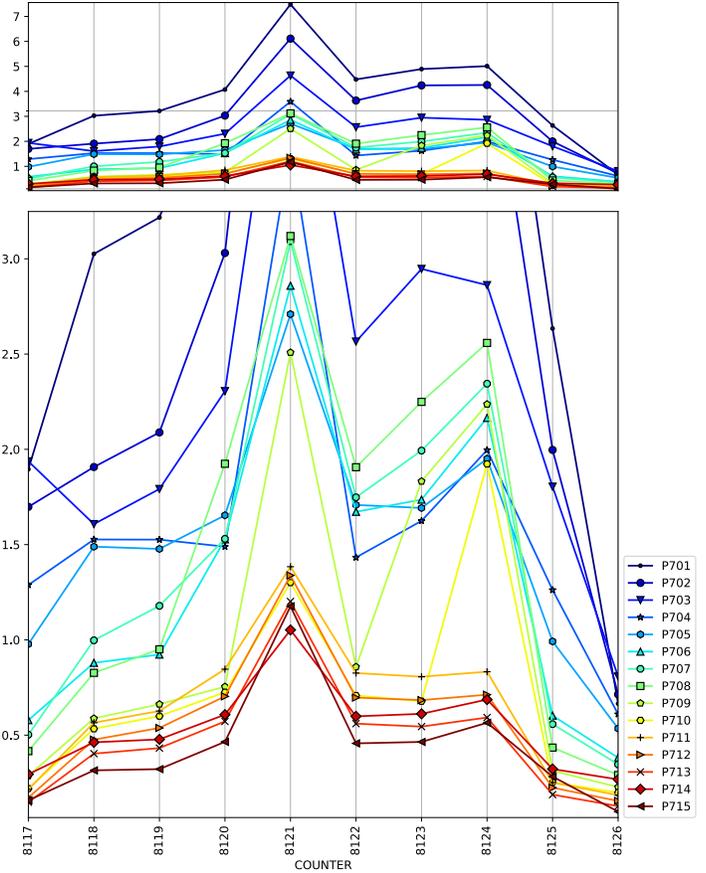




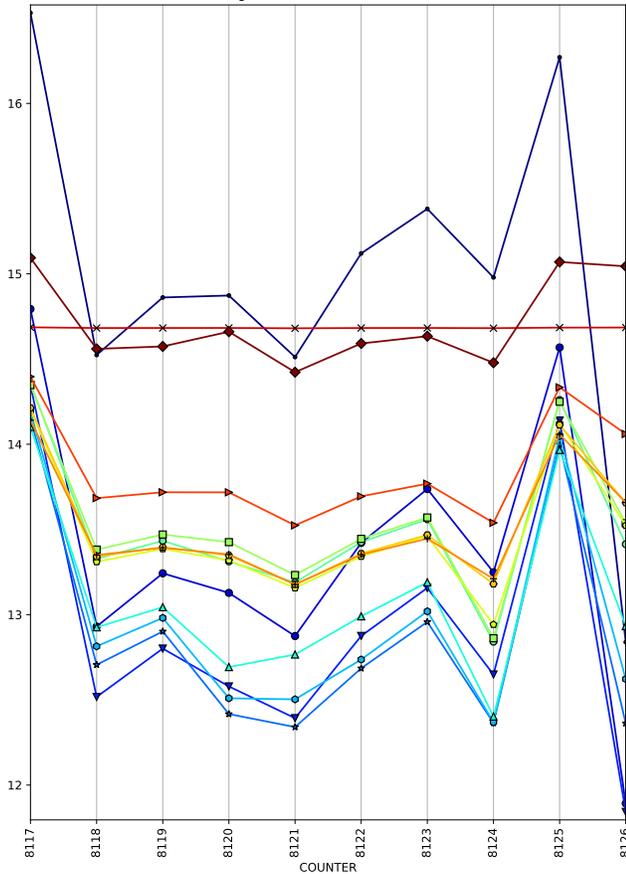
MEAN: P701 - P715
(Flight 81 Pressure Parameters)



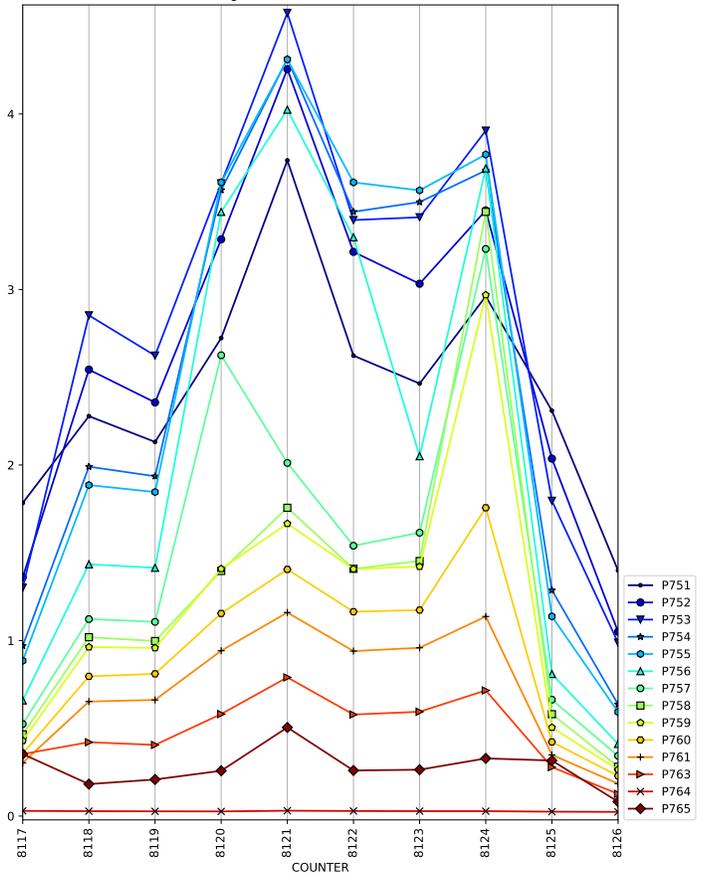
1/2PTP: P701 - P715
(Flight 81 Pressure Parameters)



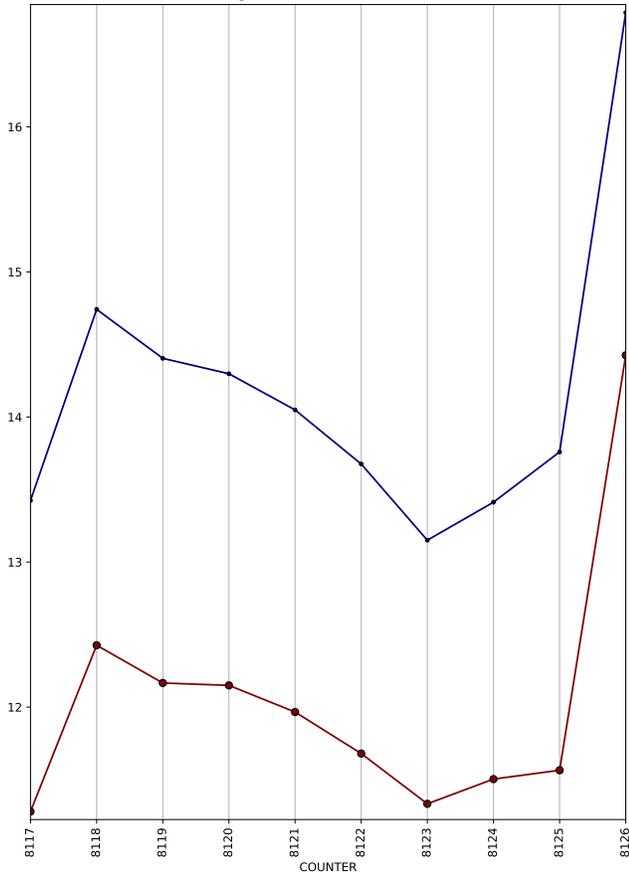
MEAN: P751 - P765
(Flight 81 Pressure Parameters)



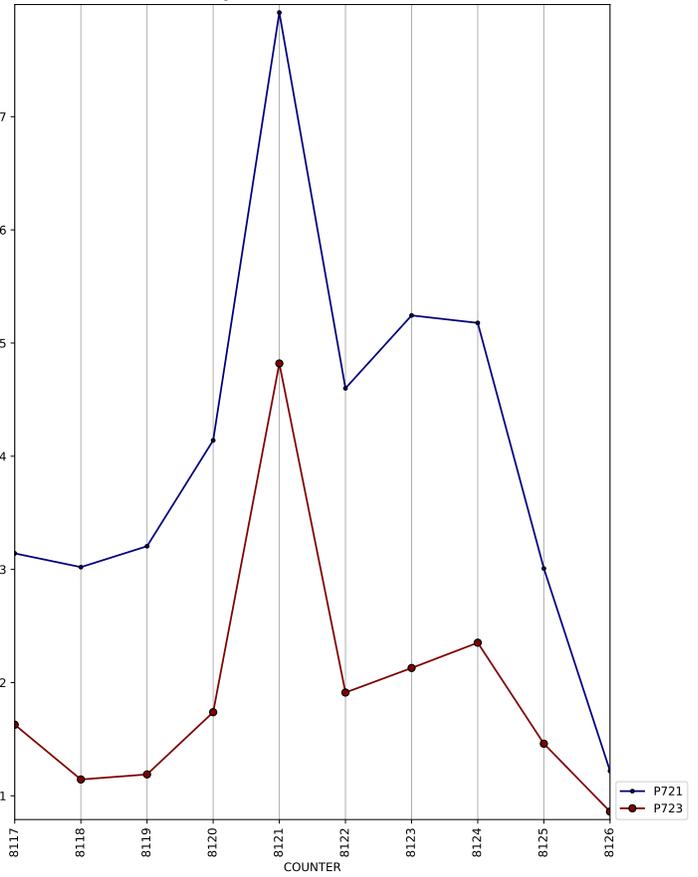
1/2PTP: P751 - P765
(Flight 81 Pressure Parameters)



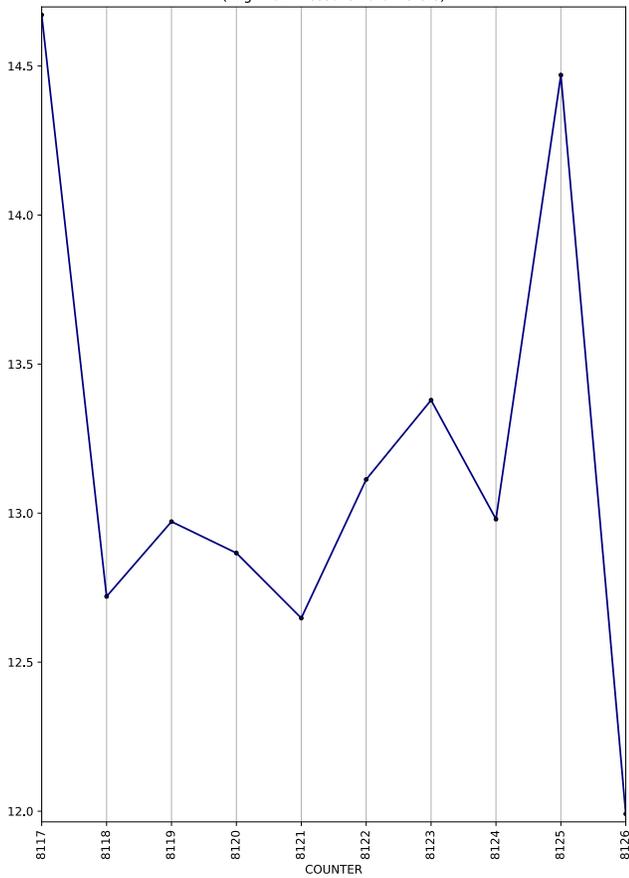
MEAN: P721 - P723
(Flight 81 Pressure Parameters)



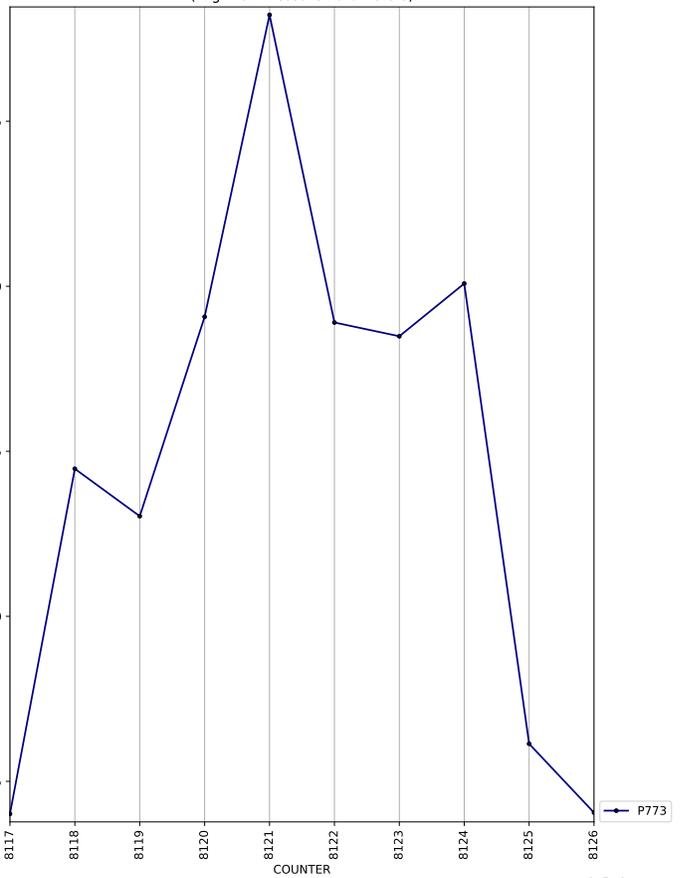
1/2PTP: P721 - P723
(Flight 81 Pressure Parameters)

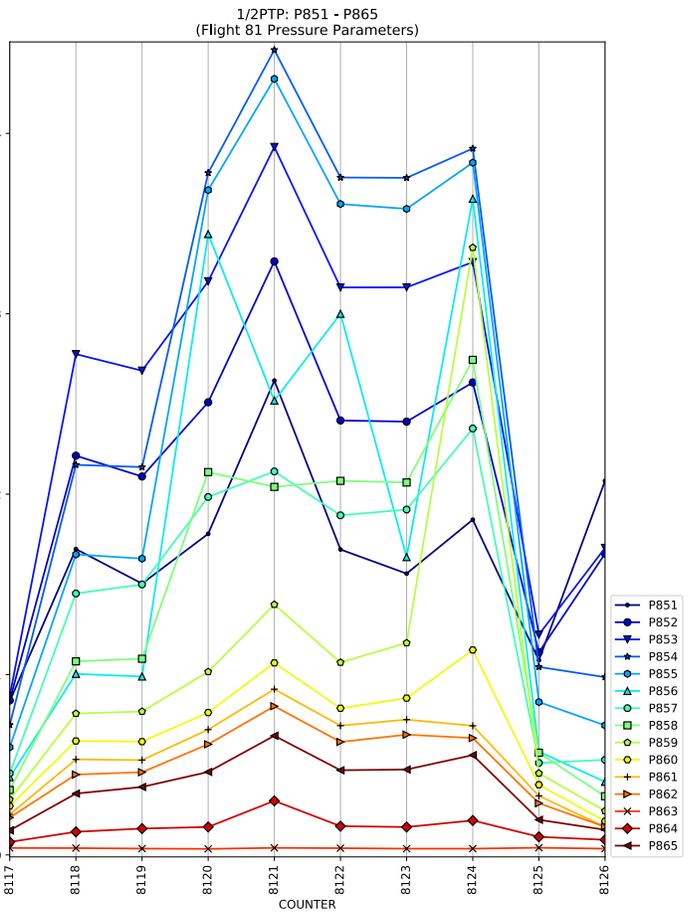
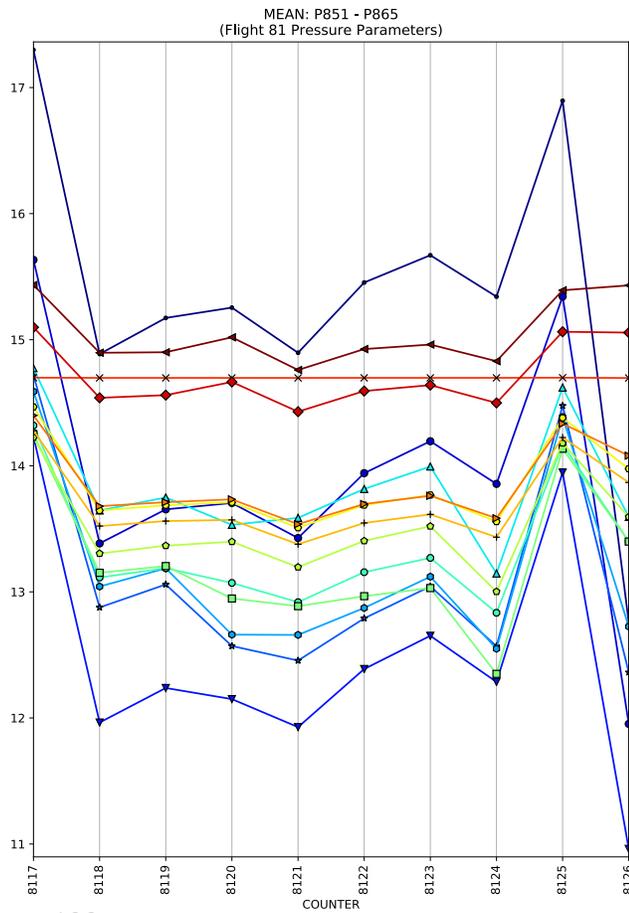
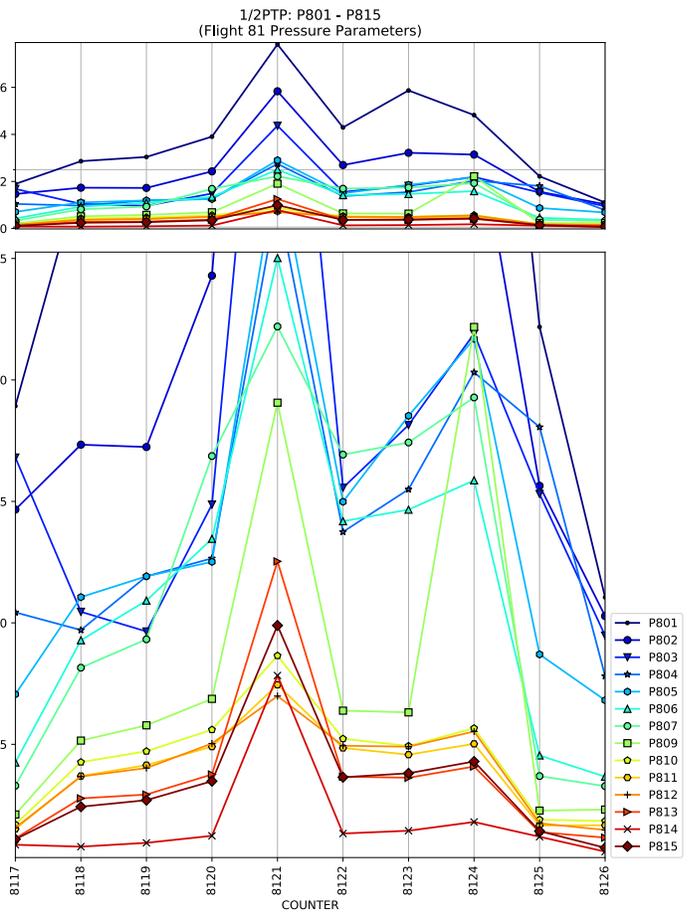
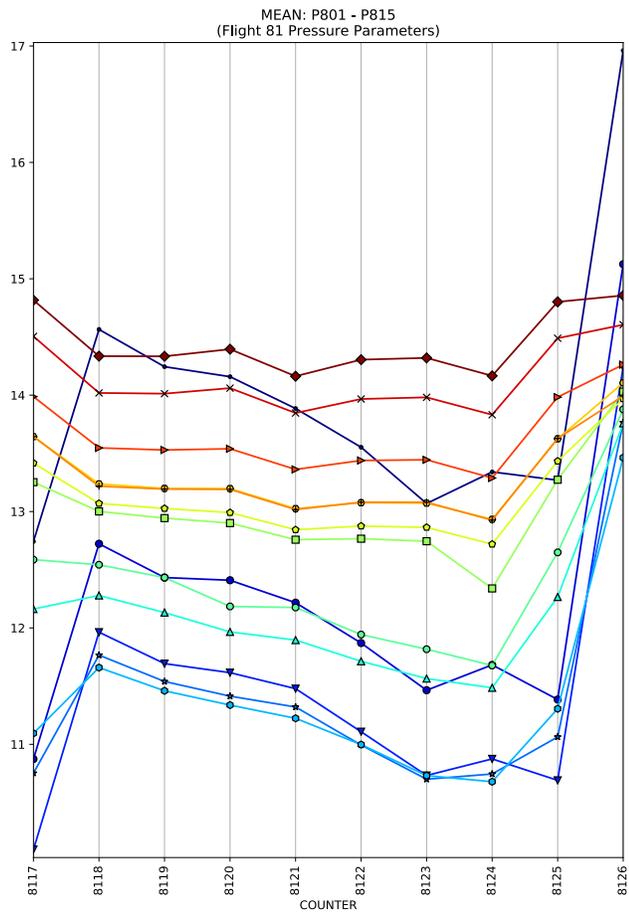


MEAN: P773 - P773
(Flight 81 Pressure Parameters)

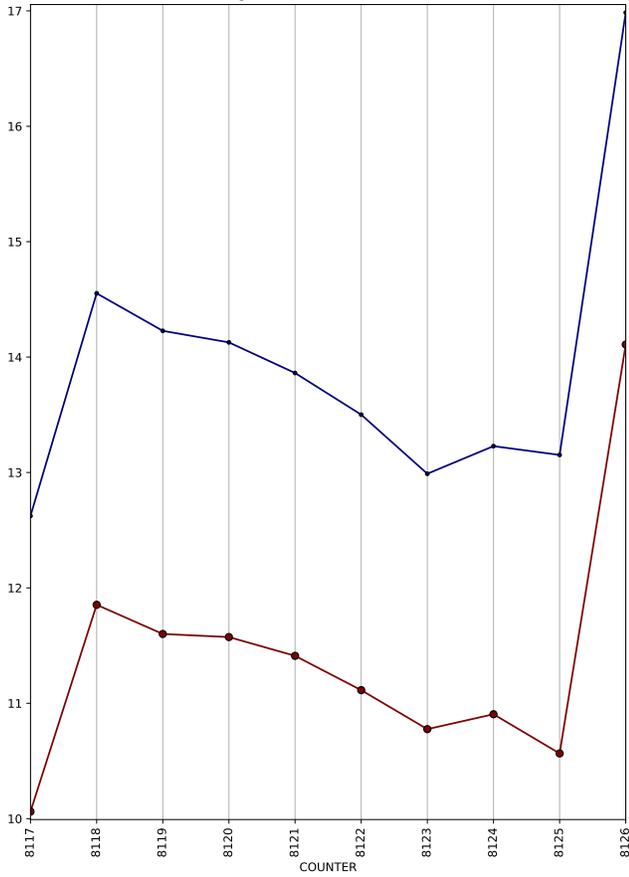


1/2PTP: P773 - P773
(Flight 81 Pressure Parameters)

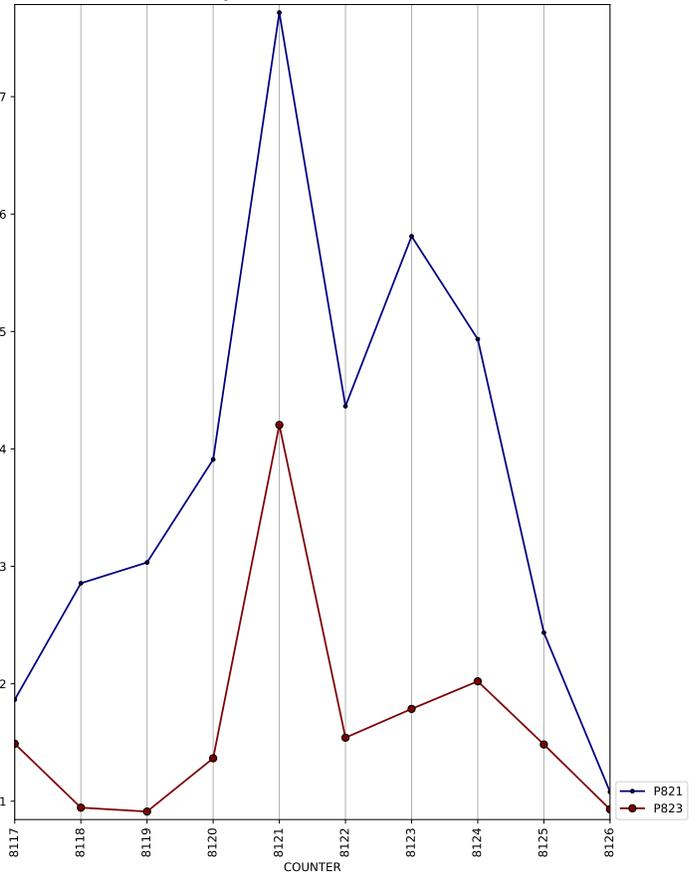




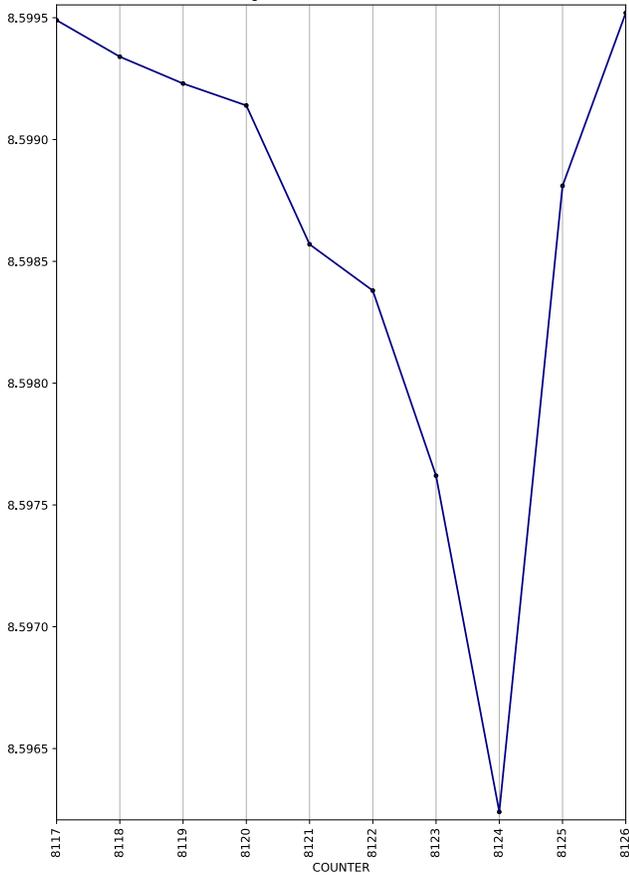
MEAN: P821 - P823
(Flight 81 Pressure Parameters)



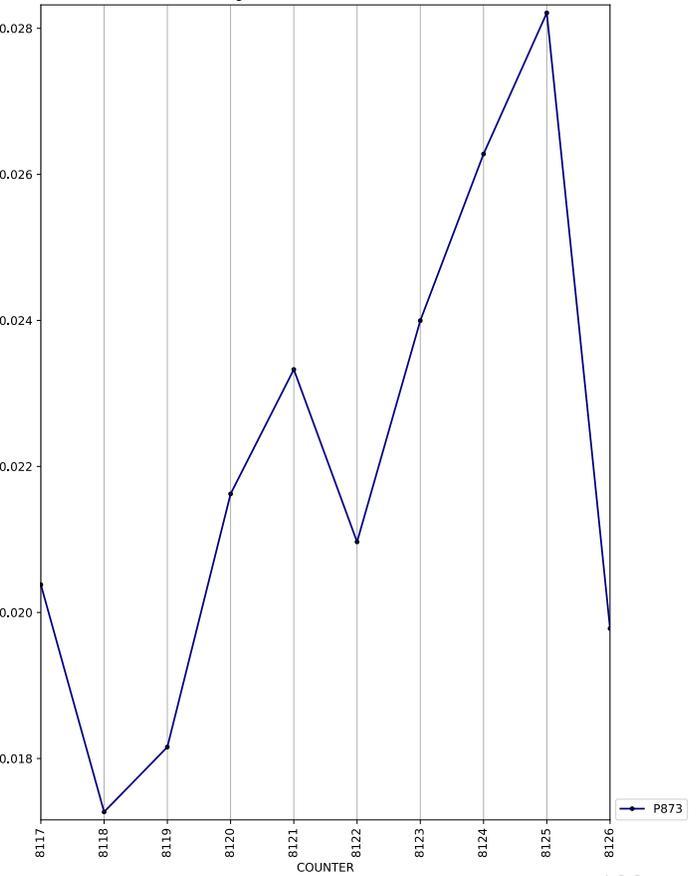
1/2PTP: P821 - P823
(Flight 81 Pressure Parameters)



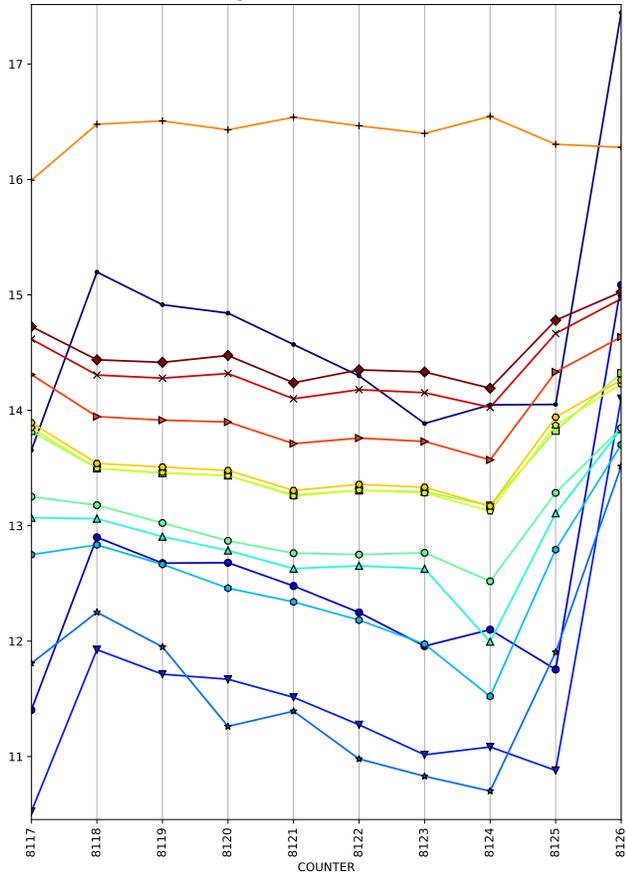
MEAN: P873 - P873
(Flight 81 Pressure Parameters)



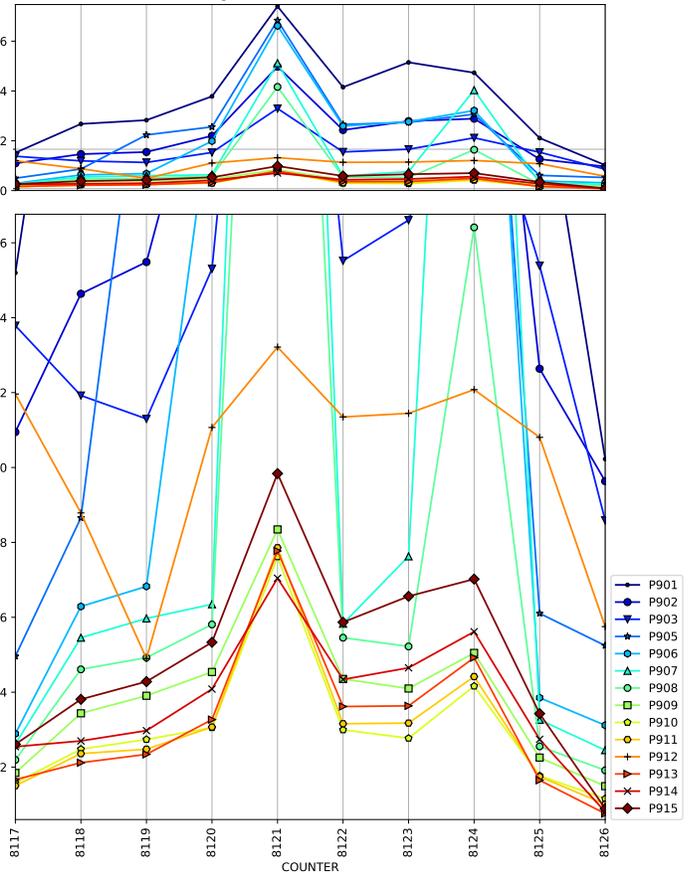
1/2PTP: P873 - P873
(Flight 81 Pressure Parameters)



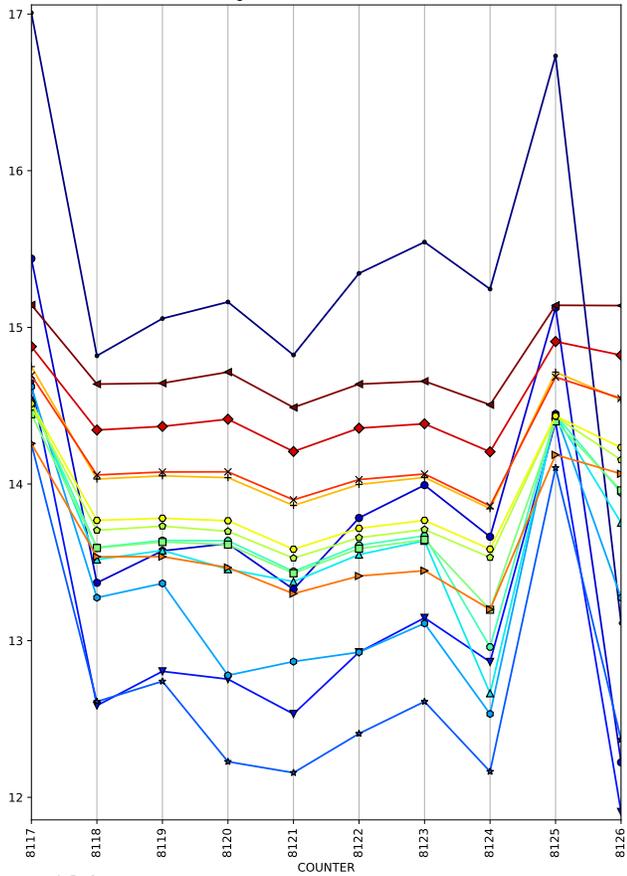
MEAN: P901 - P915
(Flight 81 Pressure Parameters)



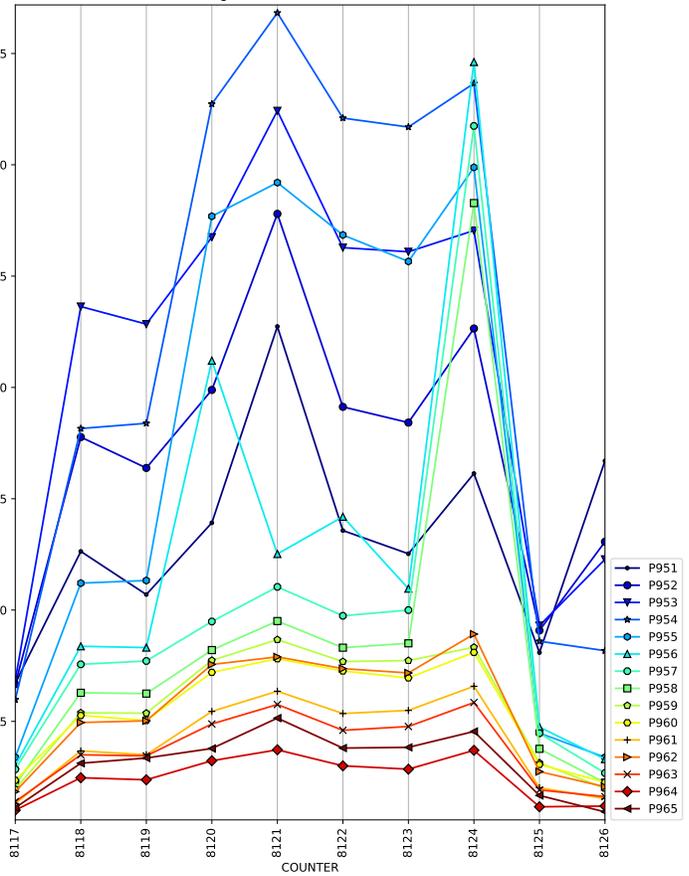
1/2PTP: P901 - P915
(Flight 81 Pressure Parameters)

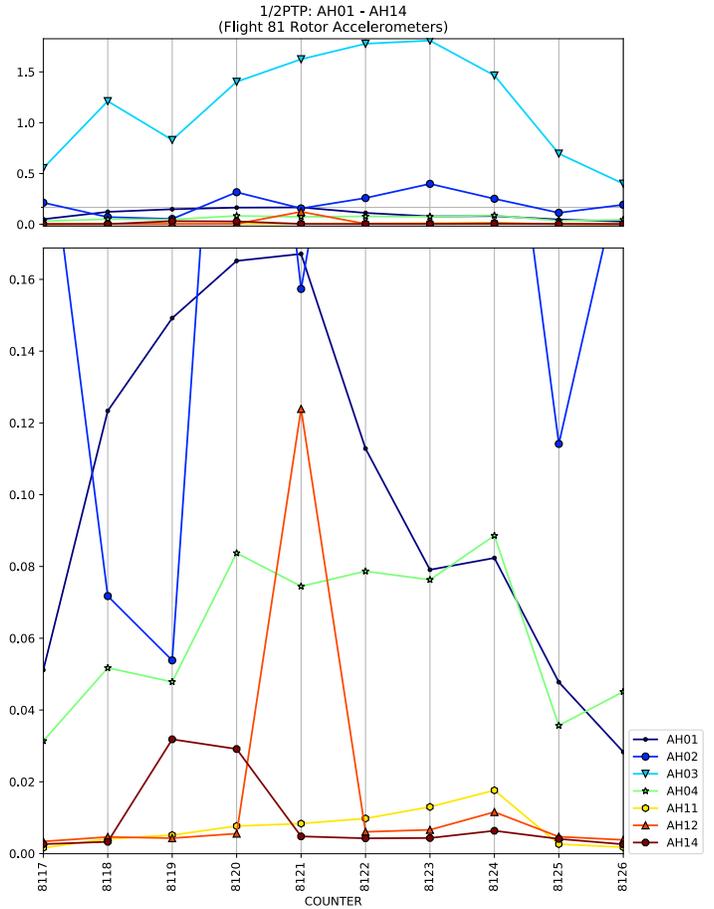
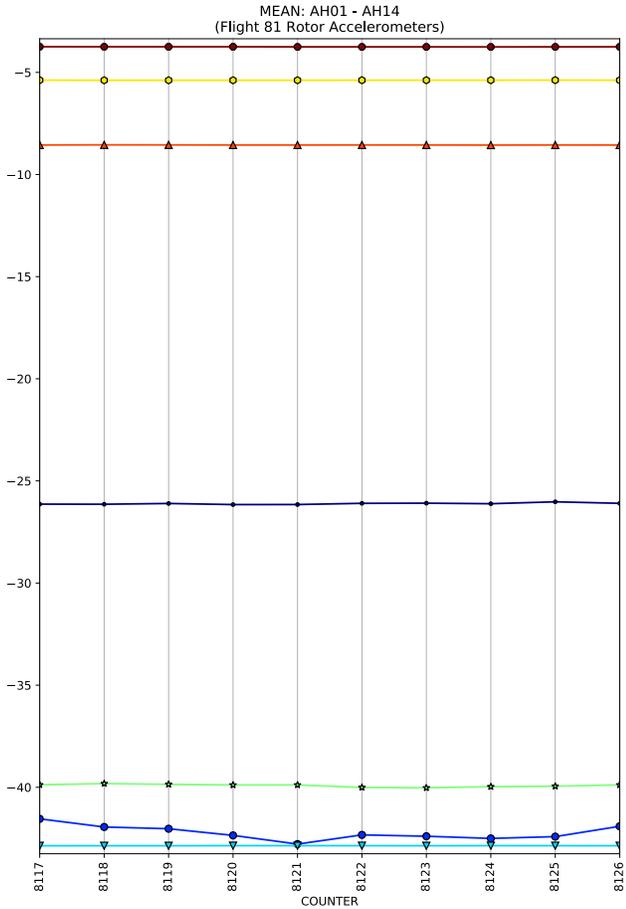
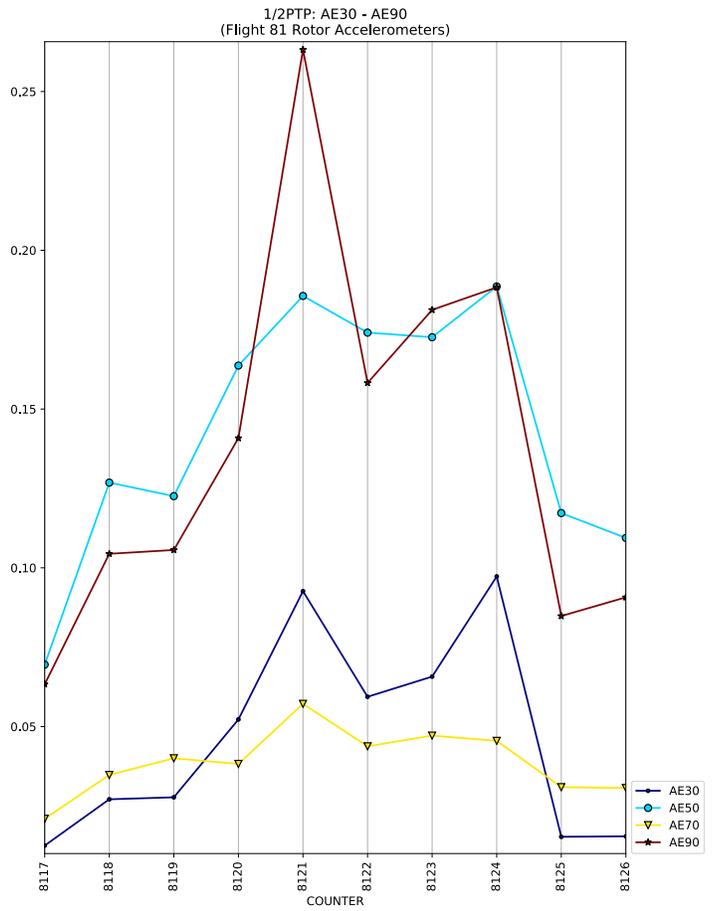
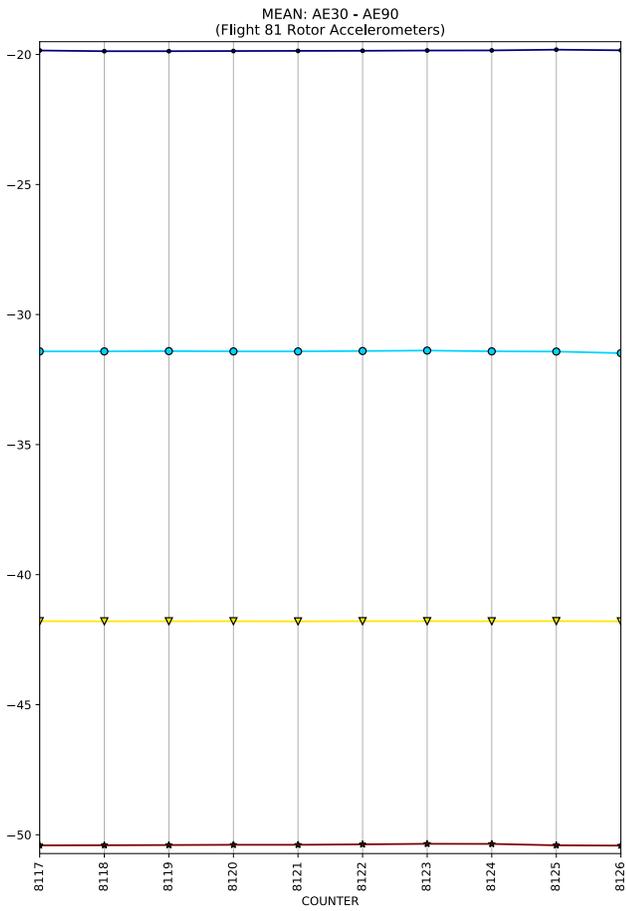


MEAN: P951 - P965
(Flight 81 Pressure Parameters)

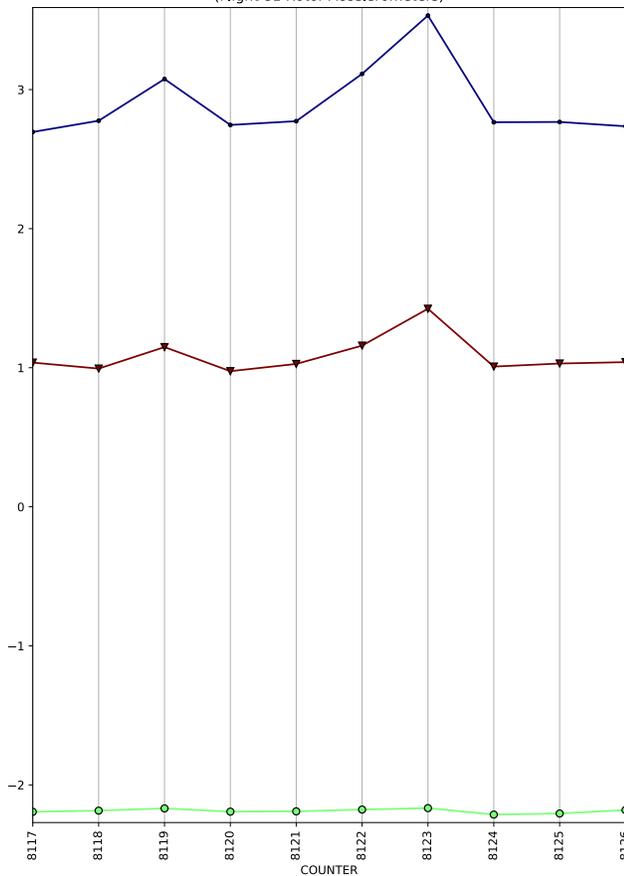


1/2PTP: P951 - P965
(Flight 81 Pressure Parameters)

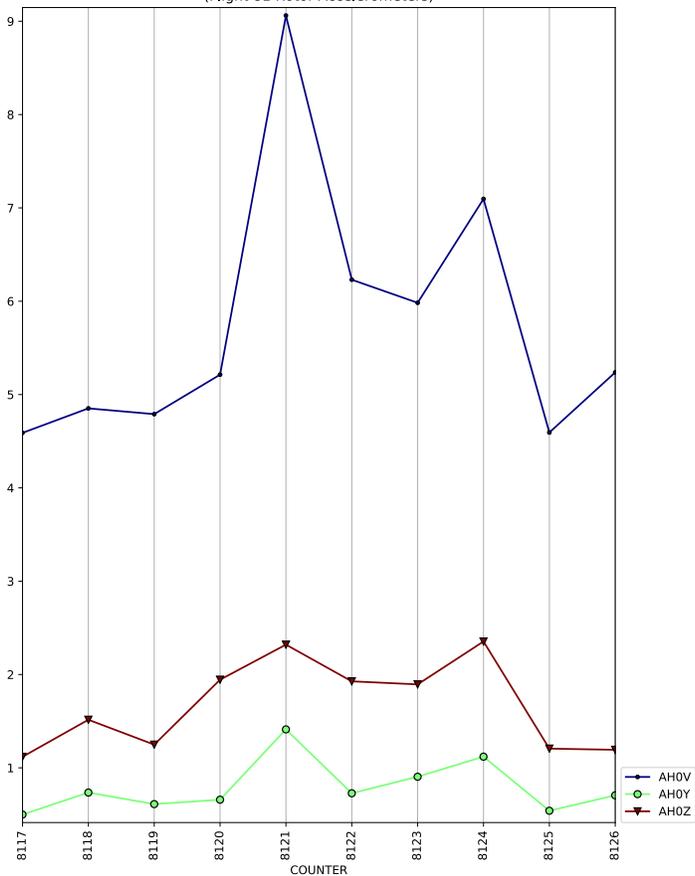




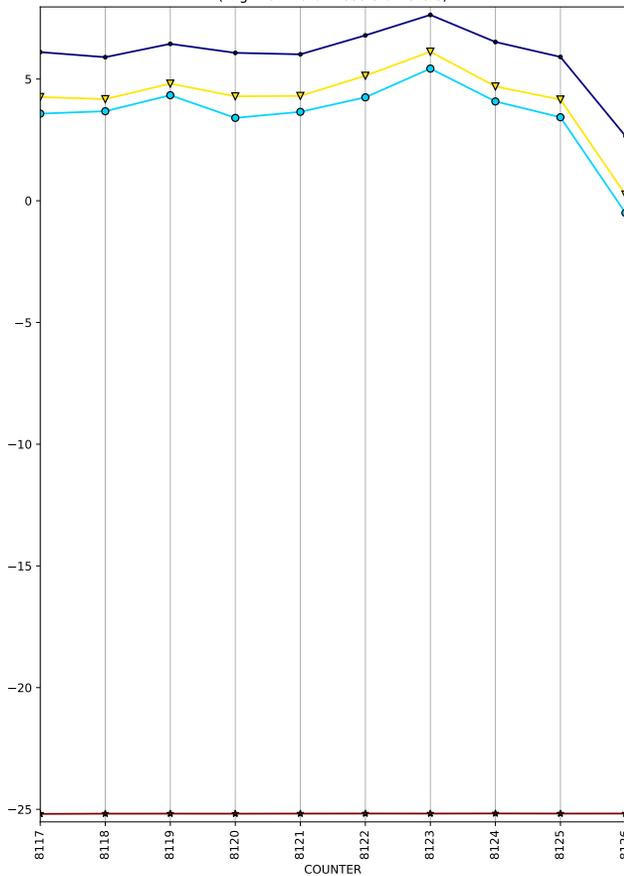
MEAN: AH0V - AH0Z
(Flight 81 Rotor Accelerometers)



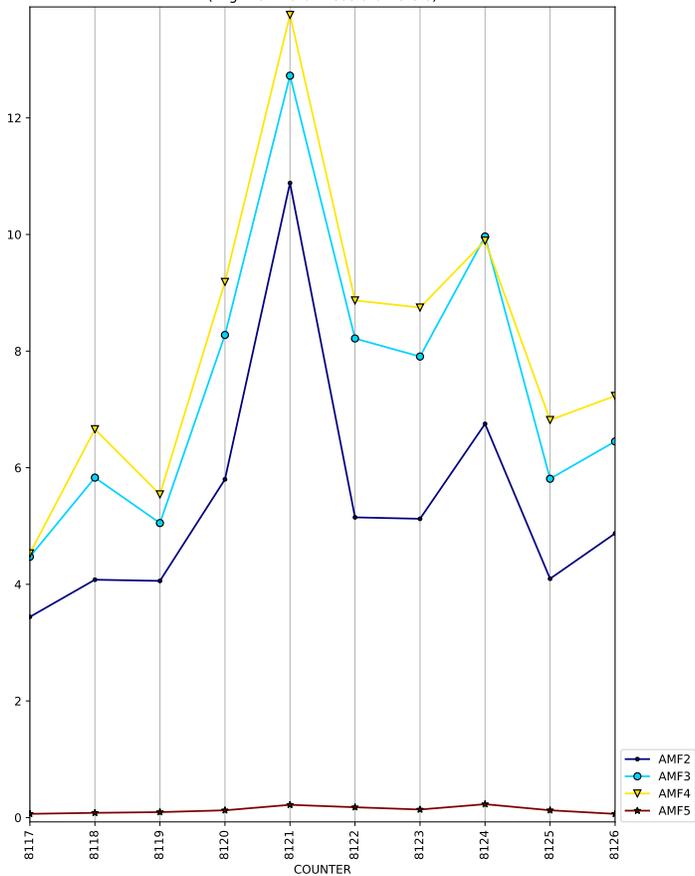
1/2PTP: AH0V - AH0Z
(Flight 81 Rotor Accelerometers)



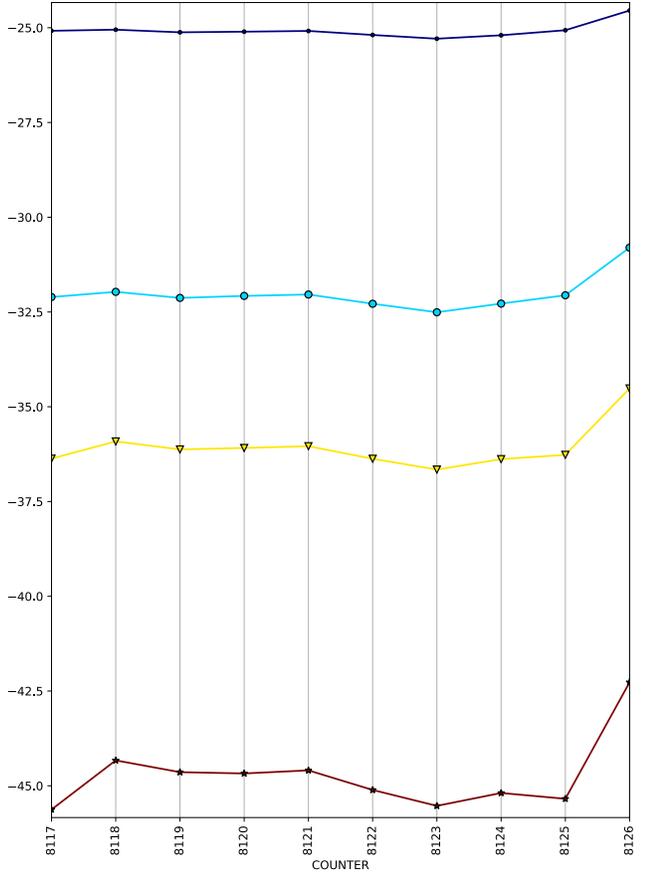
MEAN: AMF2 - AMF5
(Flight 81 Rotor Accelerometers)



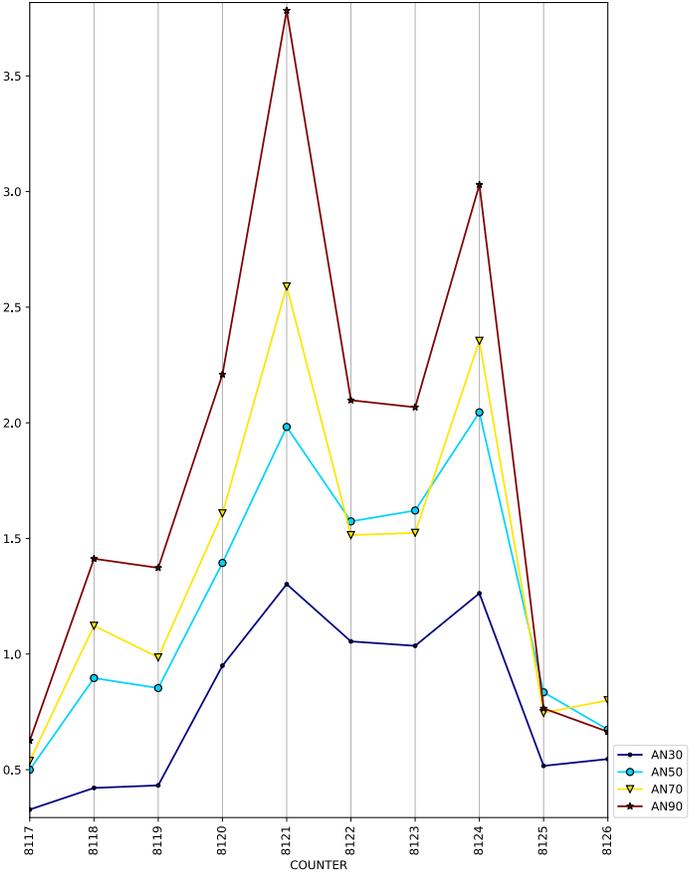
1/2PTP: AMF2 - AMF5
(Flight 81 Rotor Accelerometers)



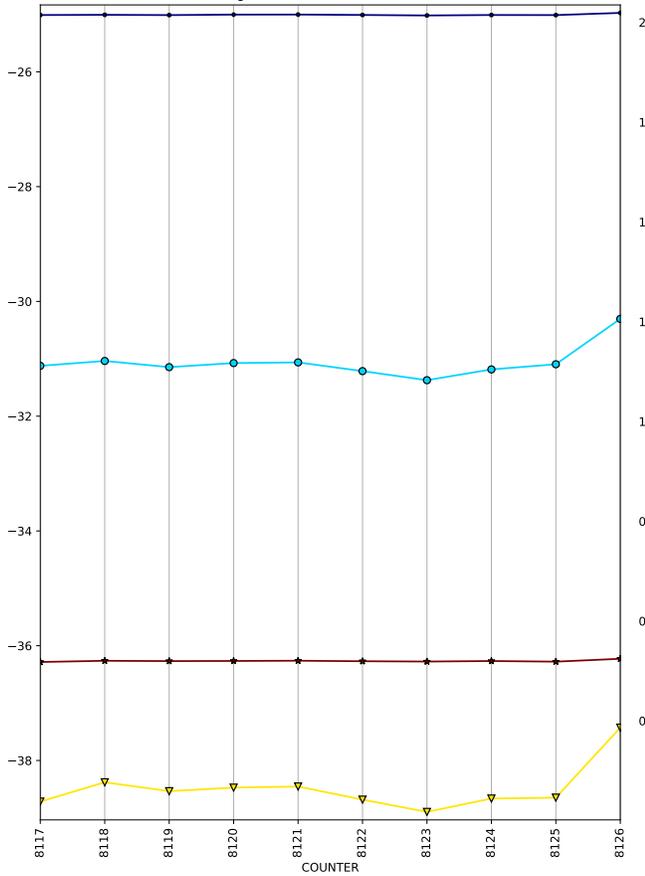
MEAN: AN30 - AN90
(Flight 81 Rotor Accelerometers)



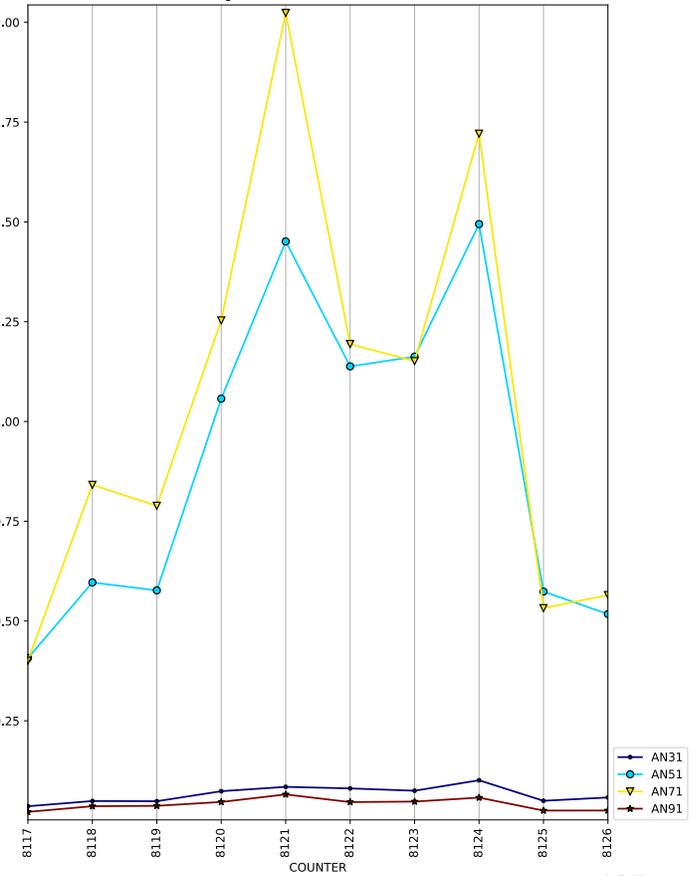
1/2PTP: AN30 - AN90
(Flight 81 Rotor Accelerometers)



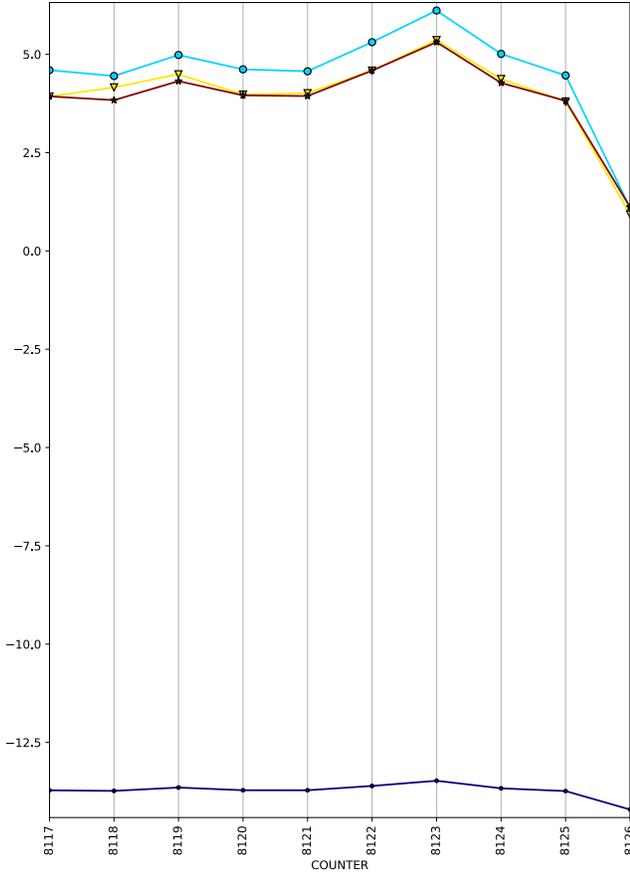
MEAN: AN31 - AN91
(Flight 81 Rotor Accelerometers)



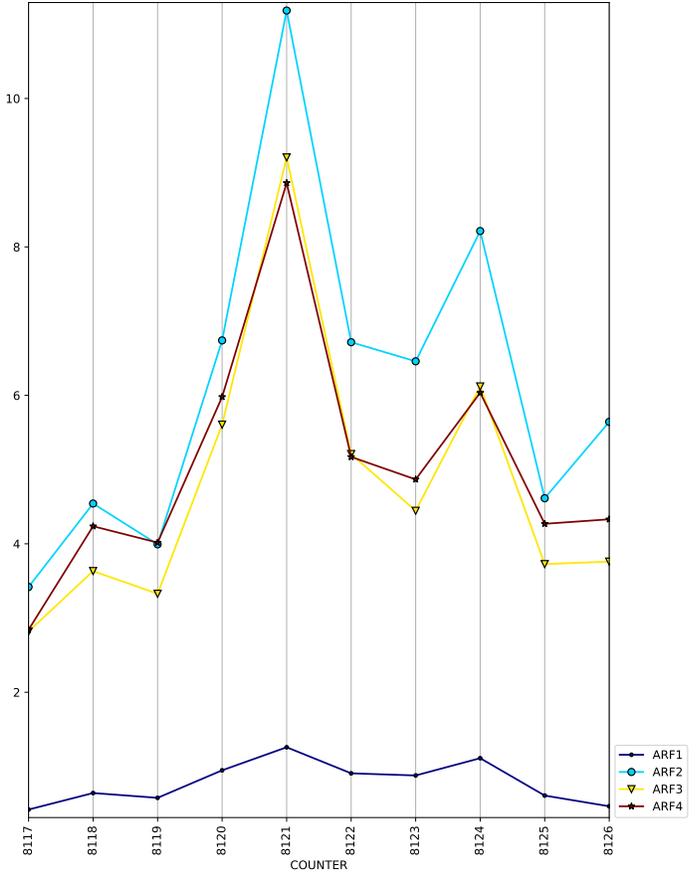
1/2PTP: AN31 - AN91
(Flight 81 Rotor Accelerometers)



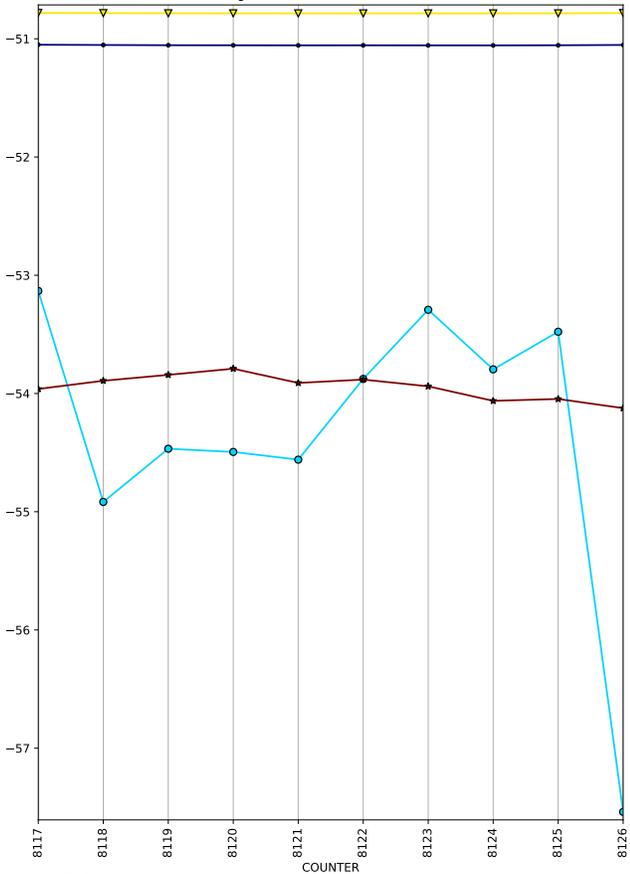
MEAN: ARF1 - ARF4
(Flight 81 Rotor Accelerometers)



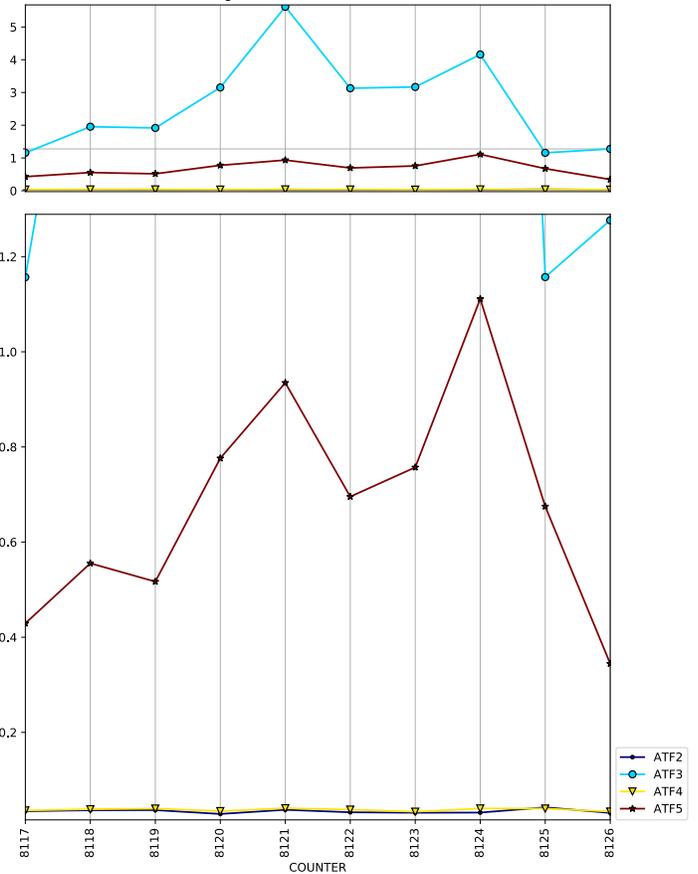
1/2PTP: ARF1 - ARF4
(Flight 81 Rotor Accelerometers)



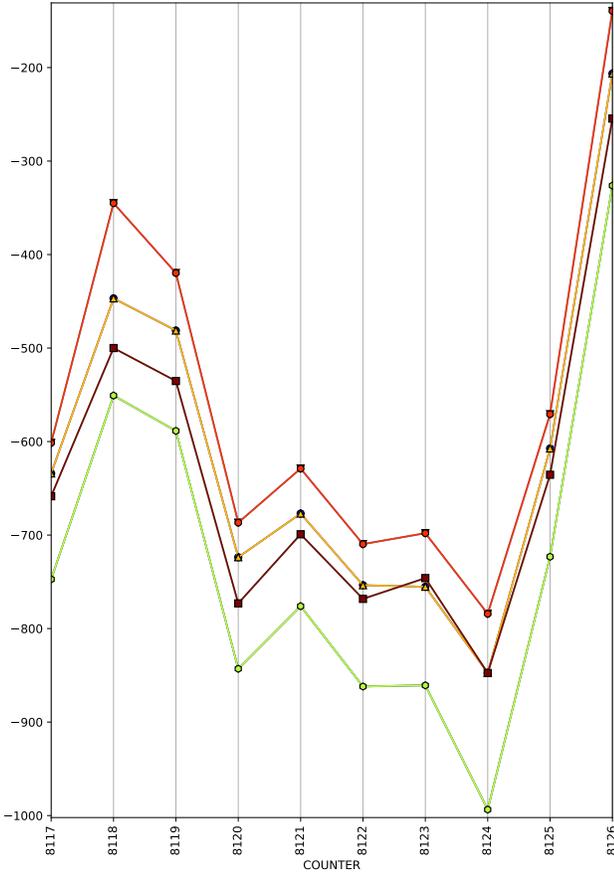
MEAN: ATF2 - ATF5
(Flight 81 Rotor Accelerometers)



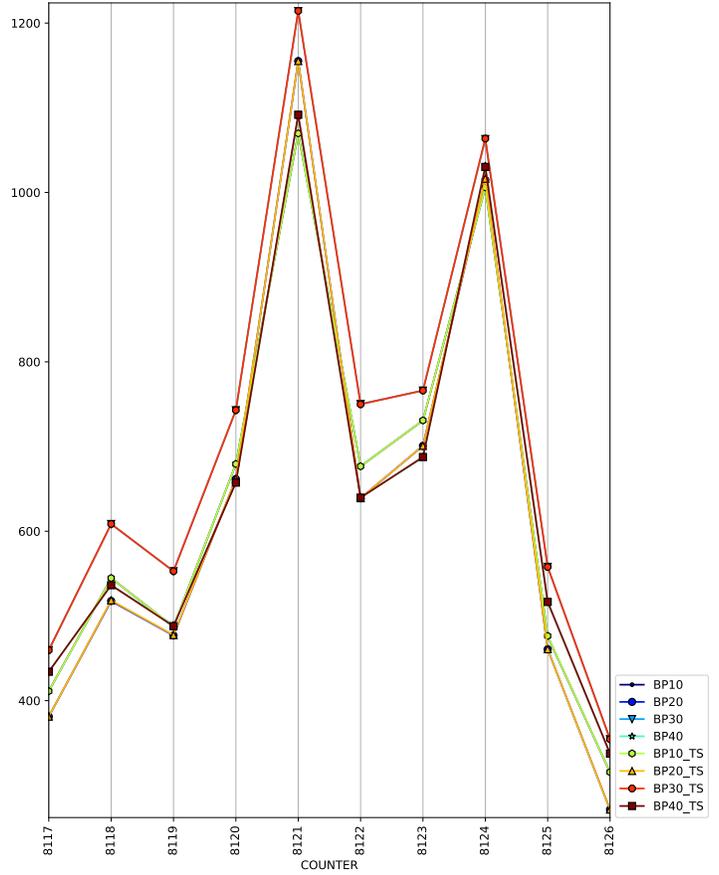
1/2PTP: ATF2 - ATF5
(Flight 81 Rotor Accelerometers)



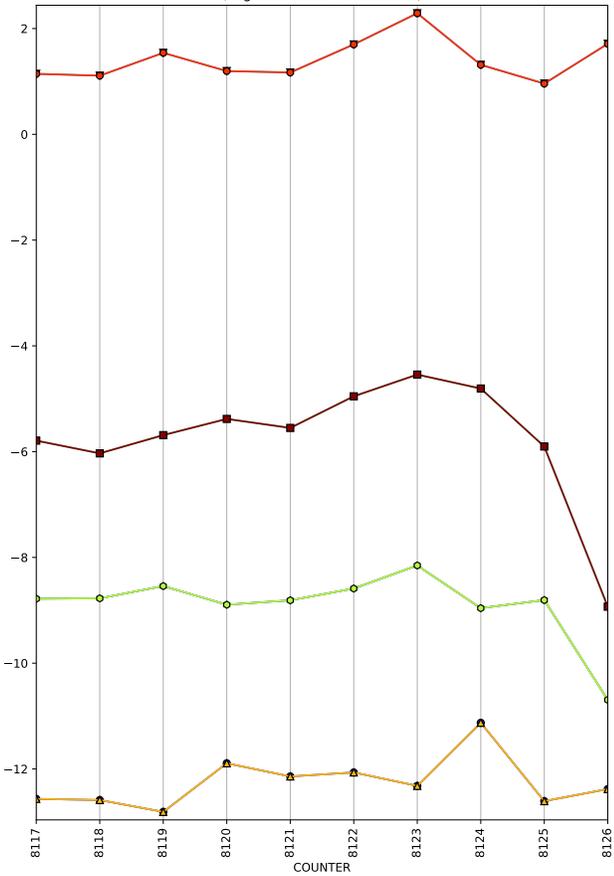
MEAN: BP10 - BP40_TS
(Flight 81 Rotor Parameters)



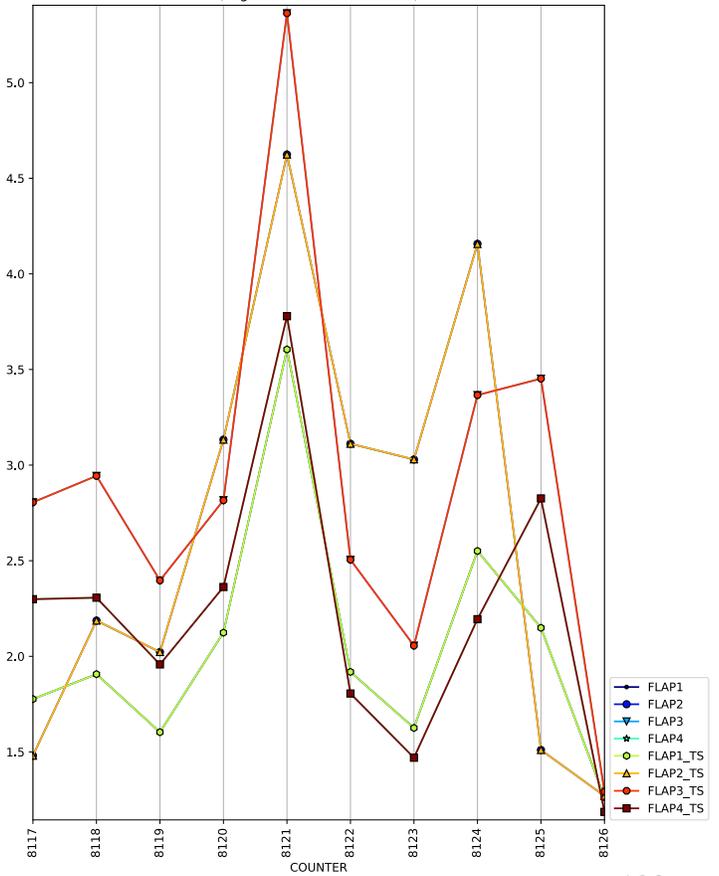
1/2PTP: BP10 - BP40_TS
(Flight 81 Rotor Parameters)



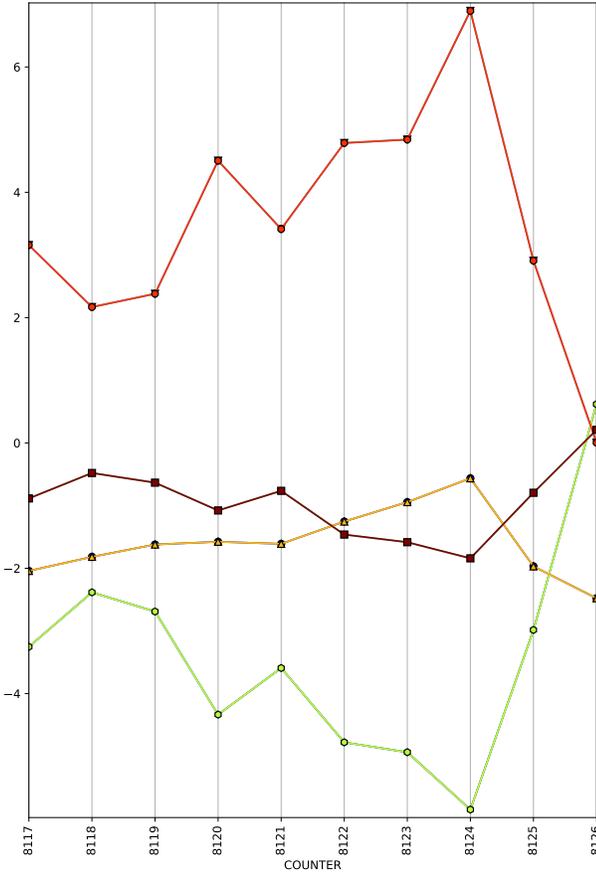
MEAN: FLAP1 - FLAP4_TS
(Flight 81 Rotor Parameters)



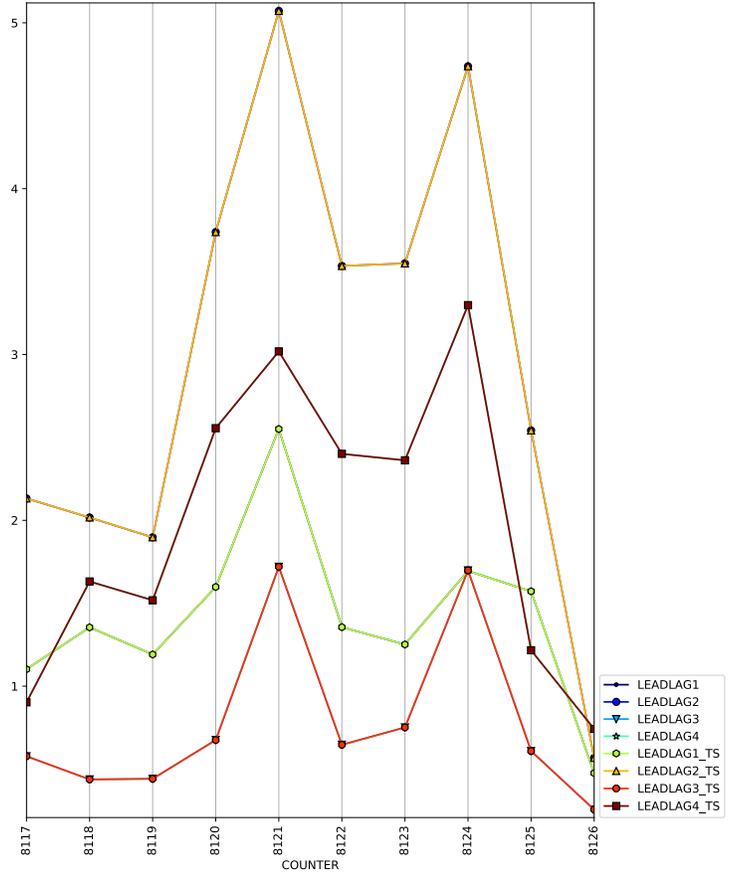
1/2PTP: FLAP1 - FLAP4_TS
(Flight 81 Rotor Parameters)



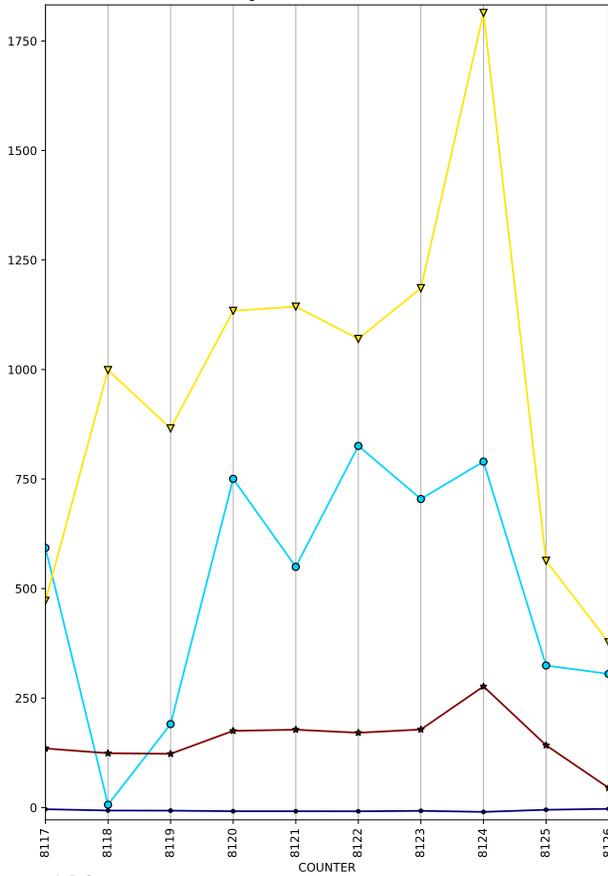
MEAN: LEADLAG1 - LEADLAG4_TS
(Flight 81 Rotor Parameters)



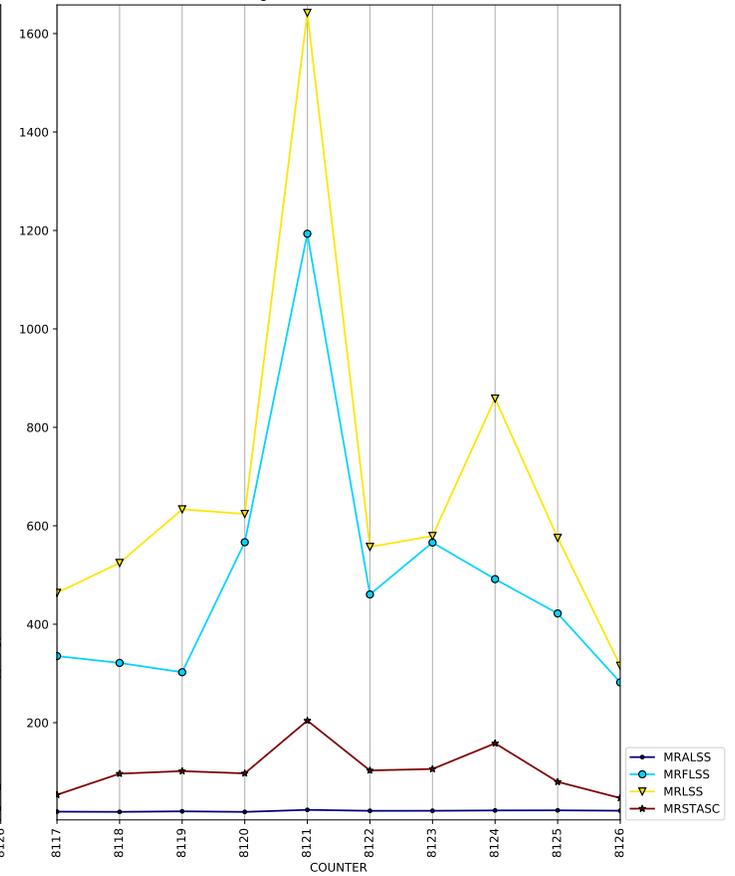
1/2PTP: LEADLAG1 - LEADLAG4_TS
(Flight 81 Rotor Parameters)



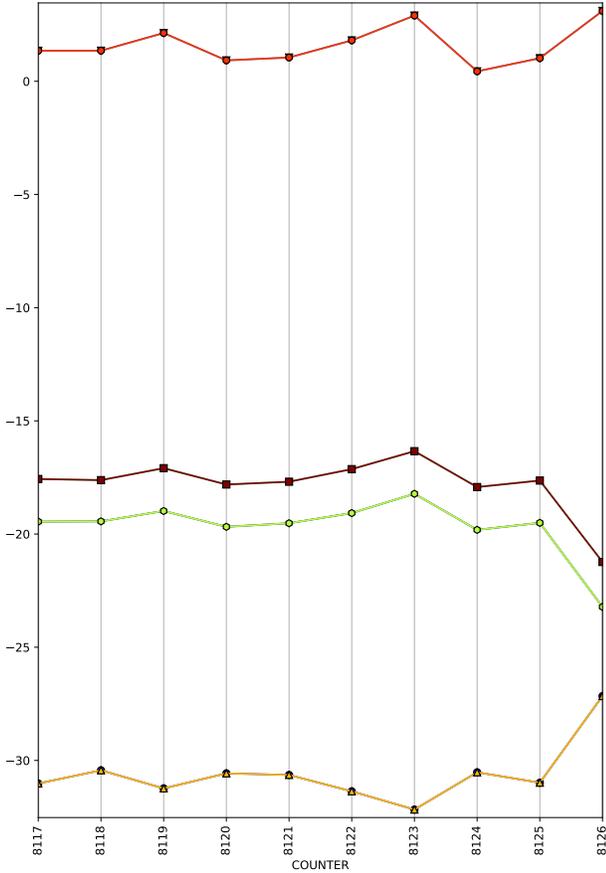
MEAN: MR10 - MRSTASC
(Flight 81 Rotor Parameters)



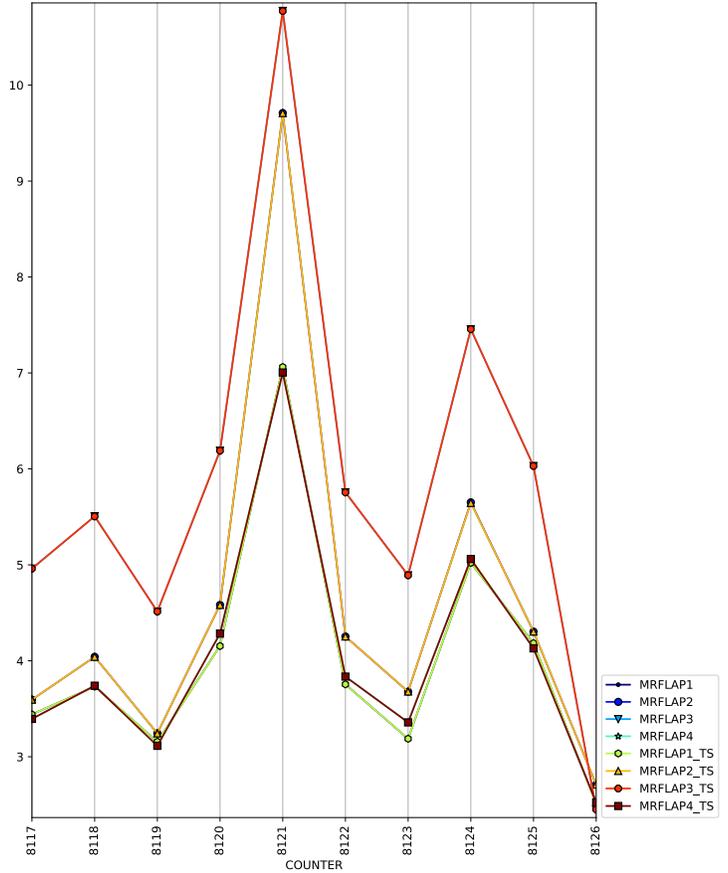
1/2PTP: MR10 - MRSTASC
(Flight 81 Rotor Parameters)



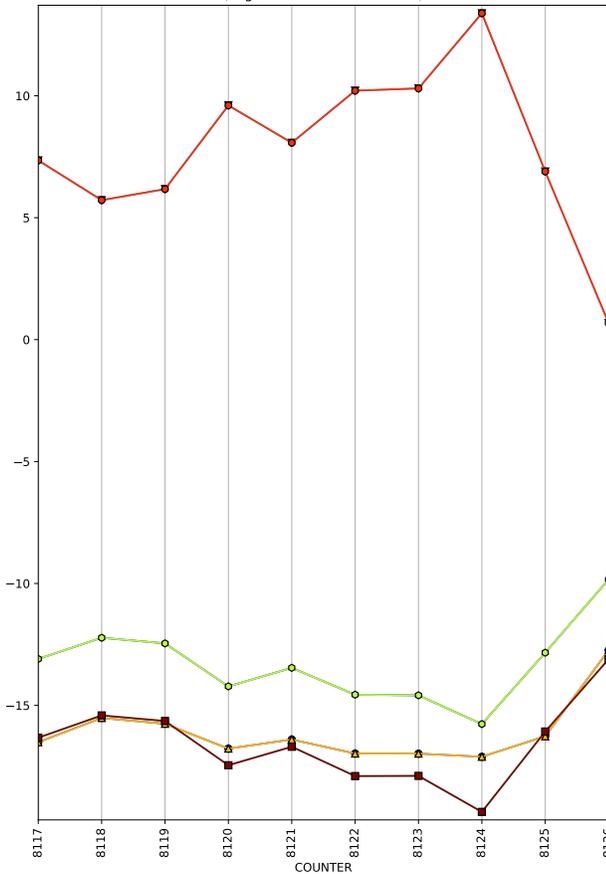
MEAN: MRFLAP1 - MRFLAP4_TS
(Flight 81 Rotor Parameters)



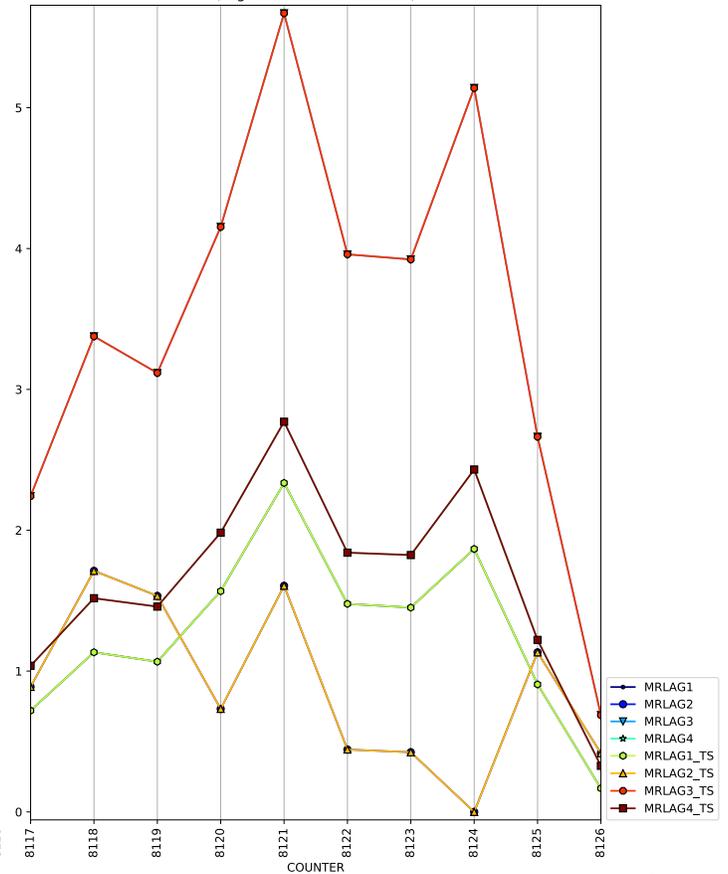
1/2PTP: MRFLAP1 - MRFLAP4_TS
(Flight 81 Rotor Parameters)



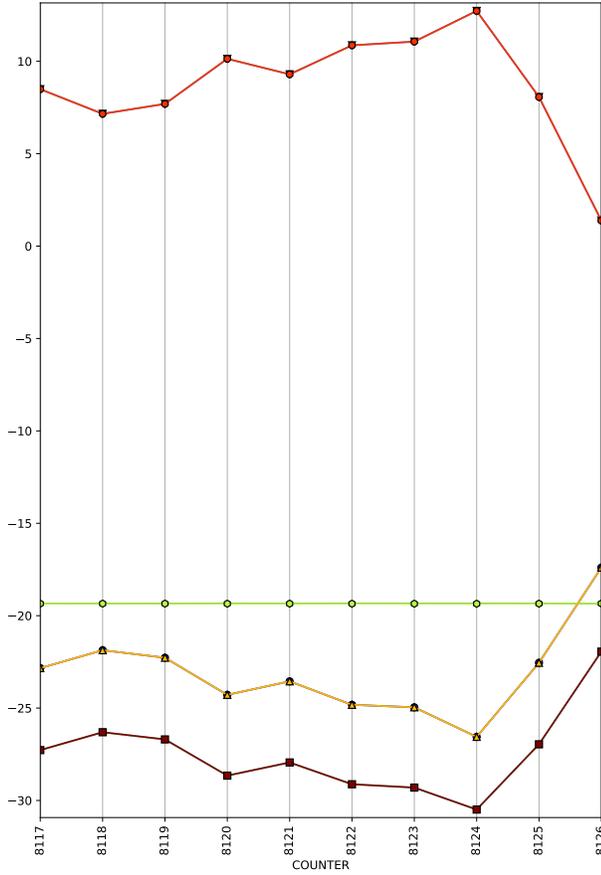
MEAN: MRLAG1 - MRLAG4_TS
(Flight 81 Rotor Parameters)



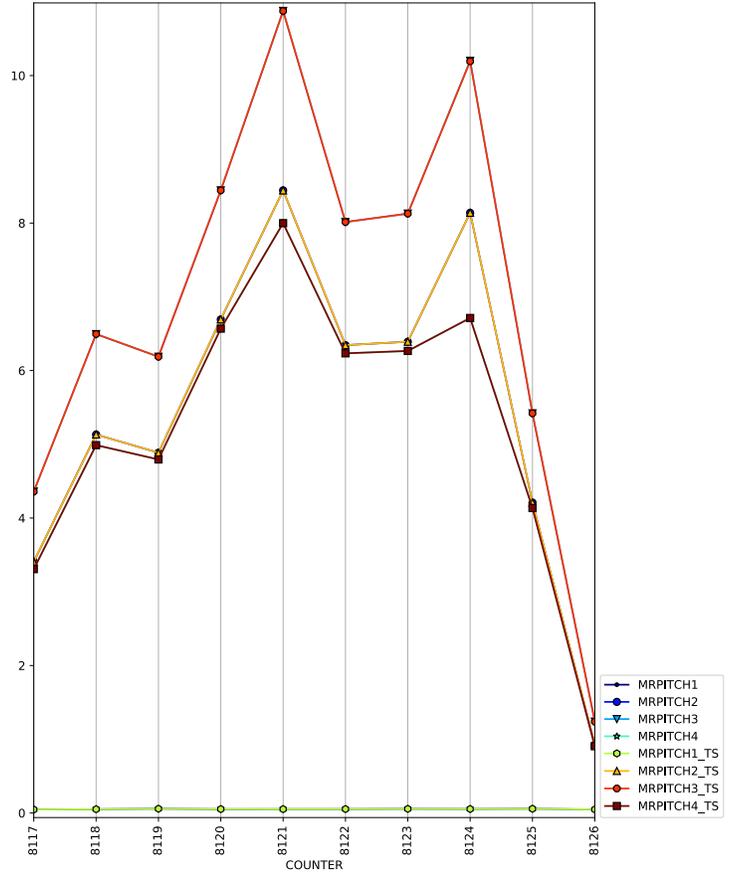
1/2PTP: MRLAG1 - MRLAG4_TS
(Flight 81 Rotor Parameters)



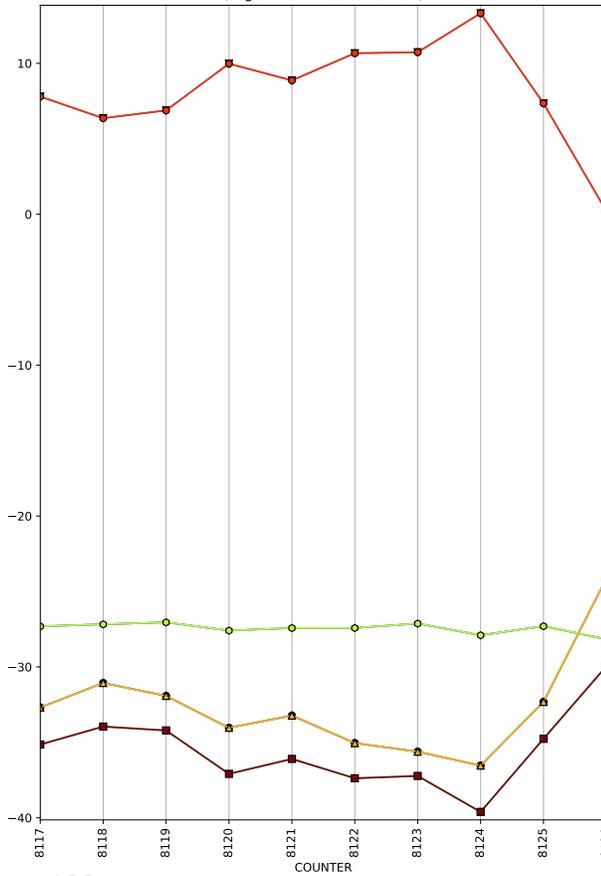
MEAN: MRPITCH1 - MRPITCH4_TS
(Flight 81 Rotor Parameters)



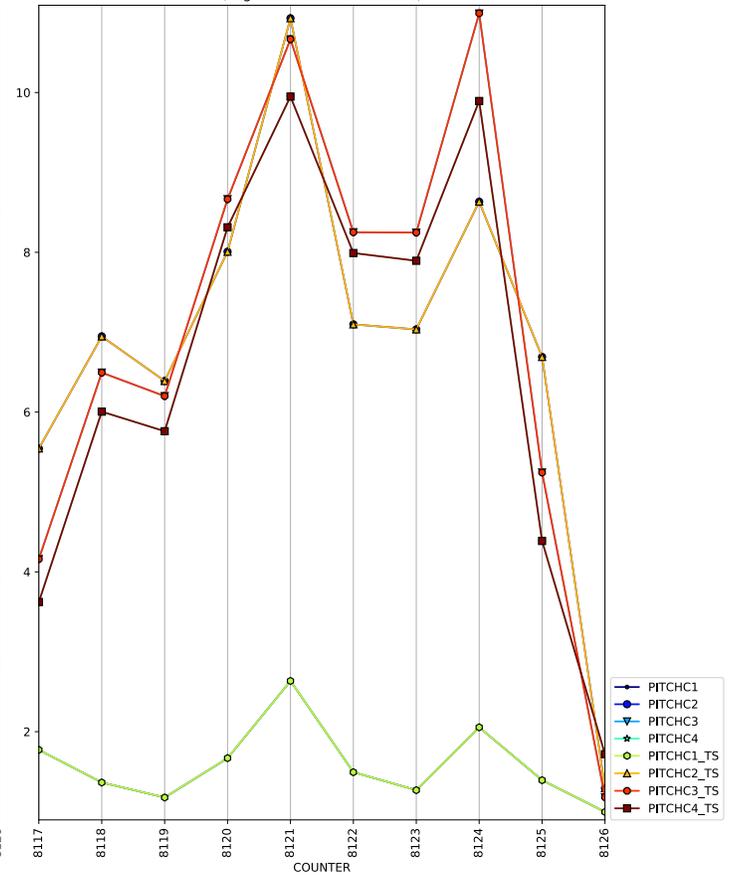
1/2PTP: MRPITCH1 - MRPITCH4_TS
(Flight 81 Rotor Parameters)



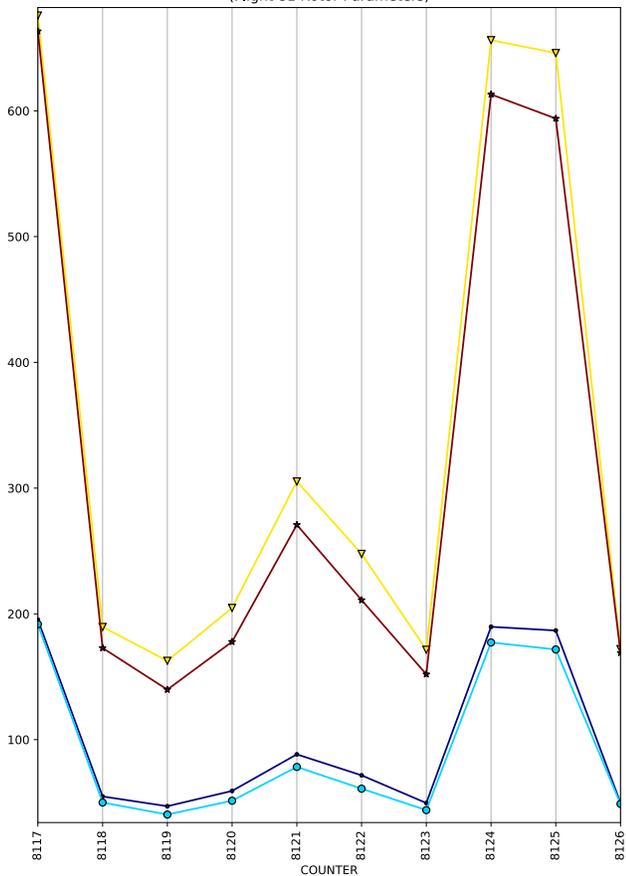
MEAN: PITCHC1 - PITCHC4_TS
(Flight 81 Rotor Parameters)



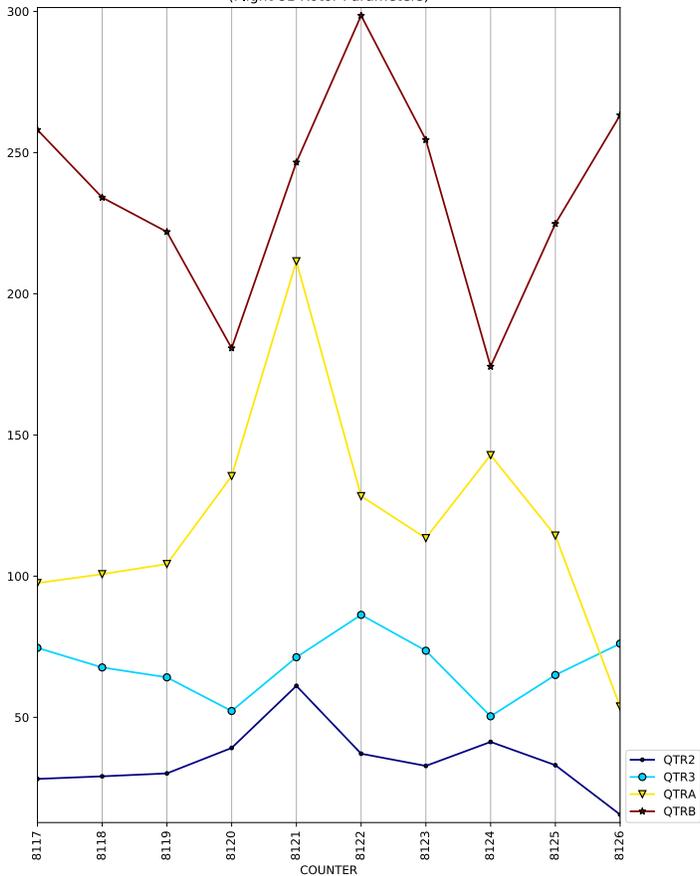
1/2PTP: PITCHC1 - PITCHC4_TS
(Flight 81 Rotor Parameters)



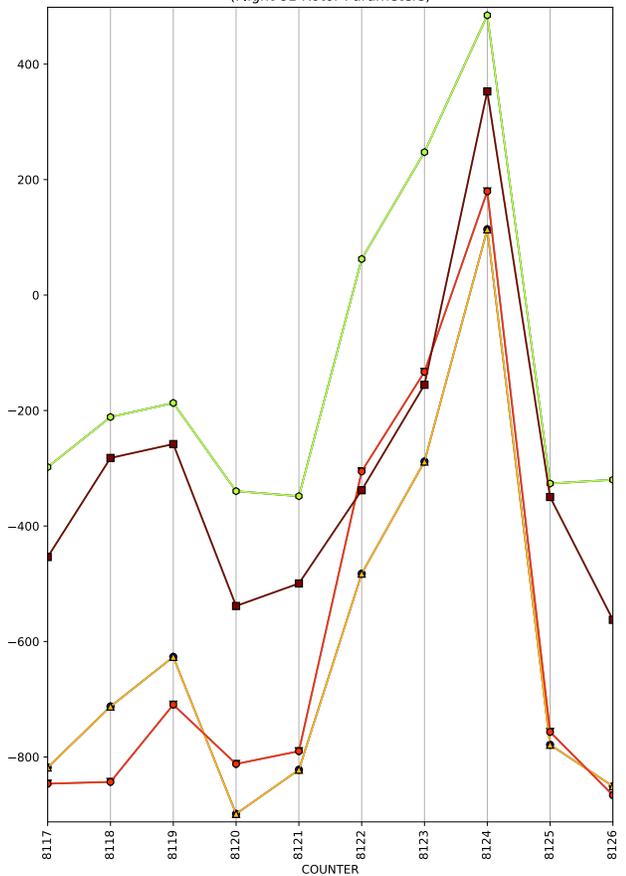
MEAN: QTR2 - QTRB
(Flight 81 Rotor Parameters)



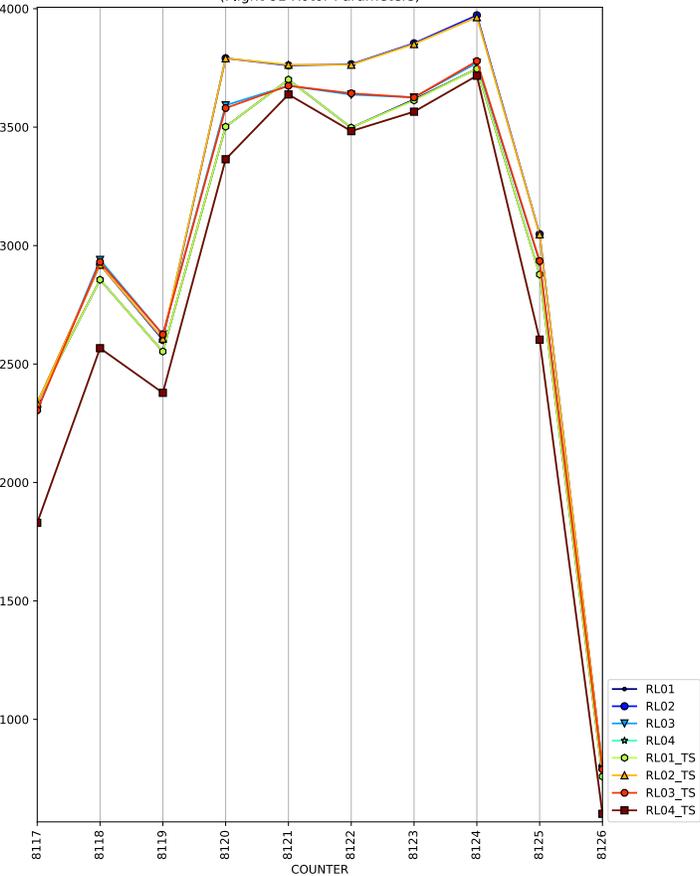
1/2PTP: QTR2 - QTRB
(Flight 81 Rotor Parameters)



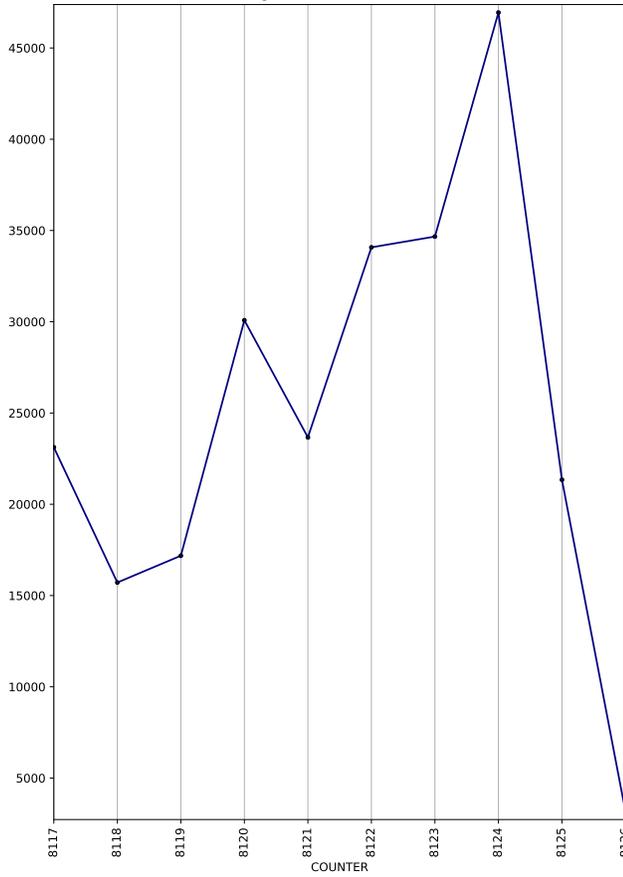
MEAN: RL01 - RL04_TS
(Flight 81 Rotor Parameters)



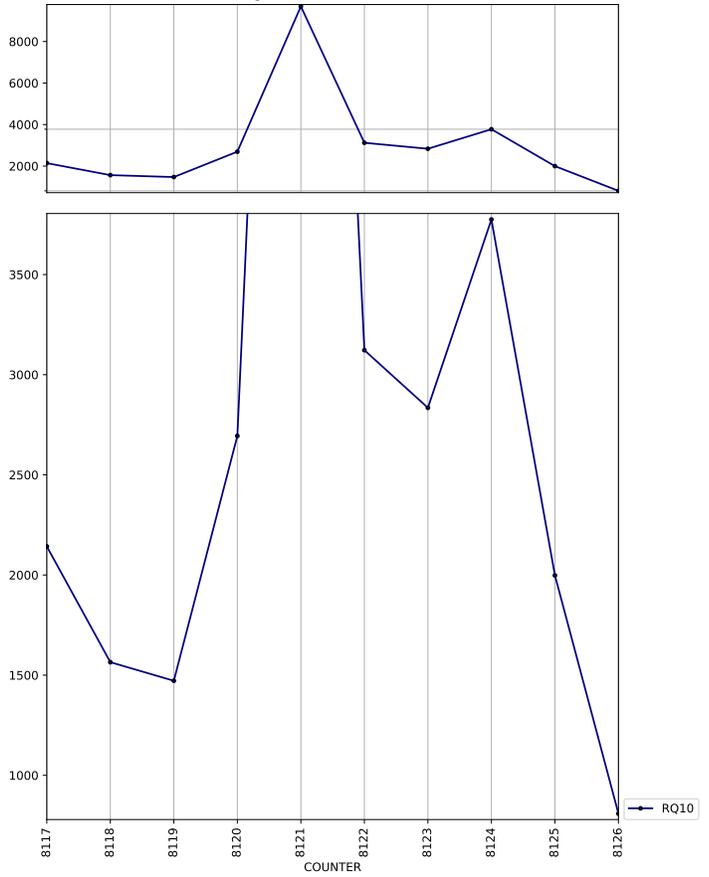
1/2PTP: RL01 - RL04_TS
(Flight 81 Rotor Parameters)



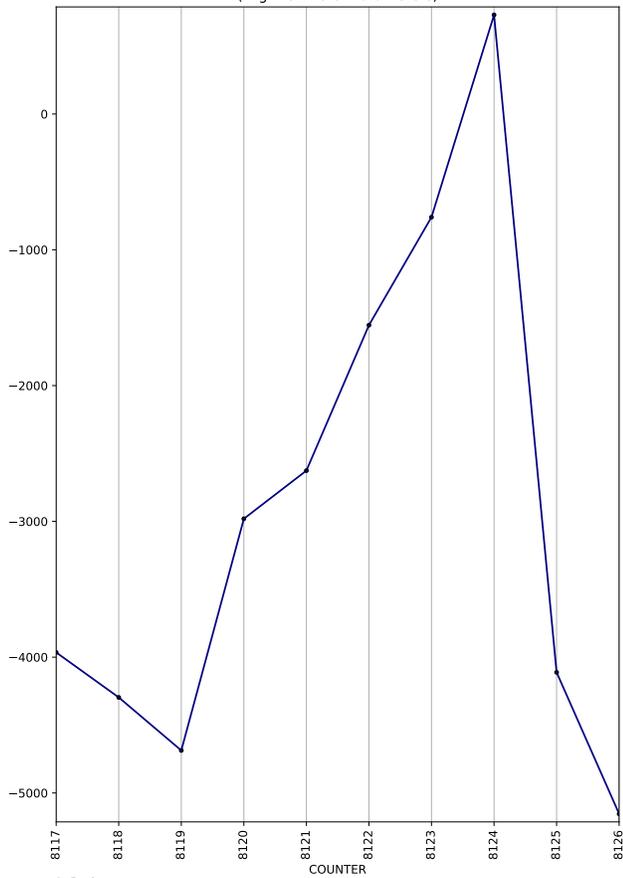
MEAN: RQ10 - RQ10
(Flight 81 Rotor Parameters)



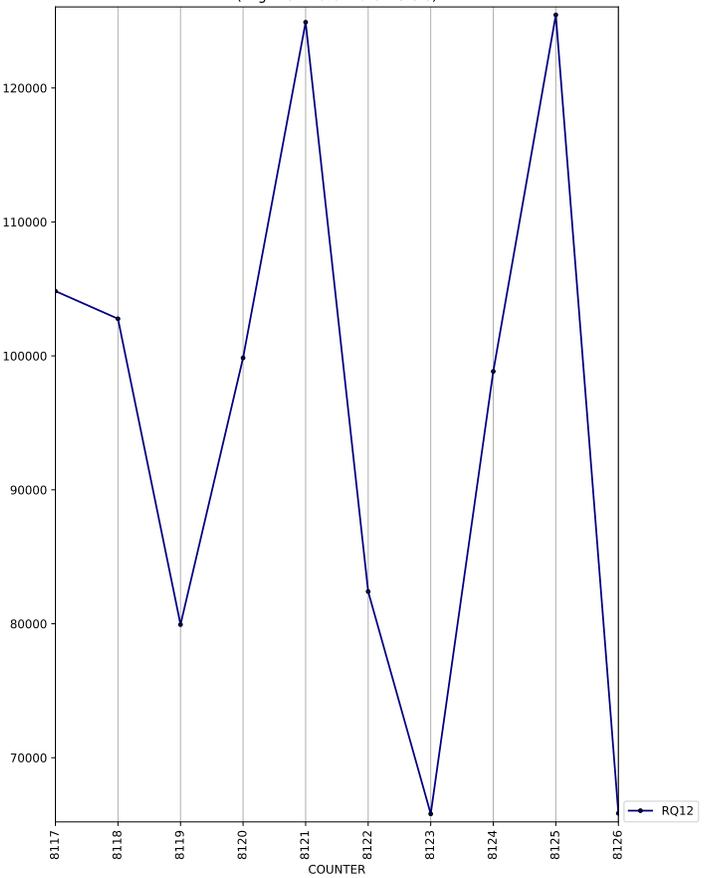
1/2PTP: RQ10 - RQ10
(Flight 81 Rotor Parameters)

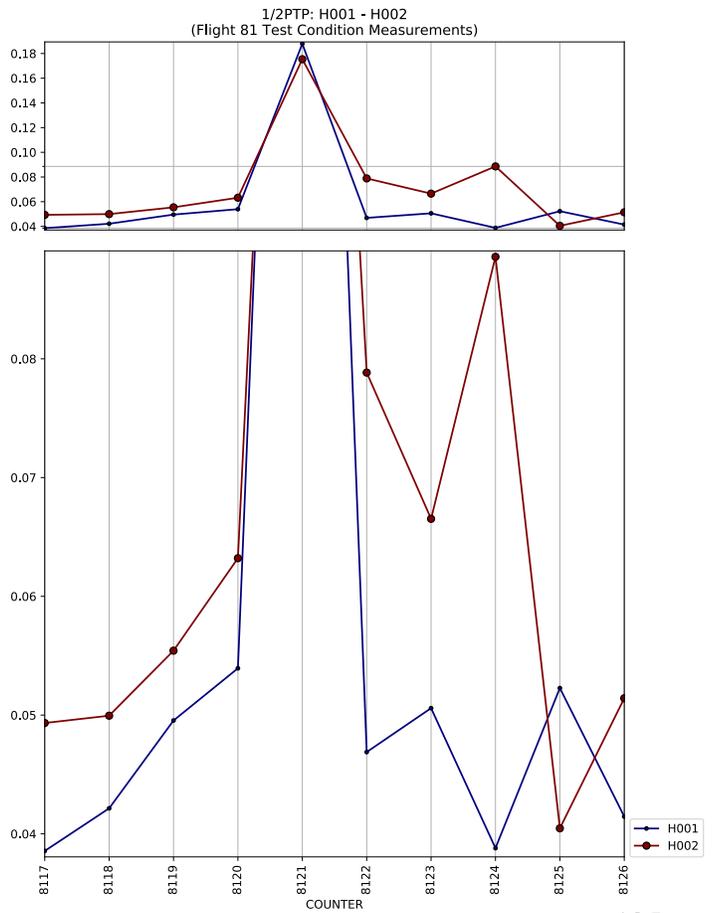
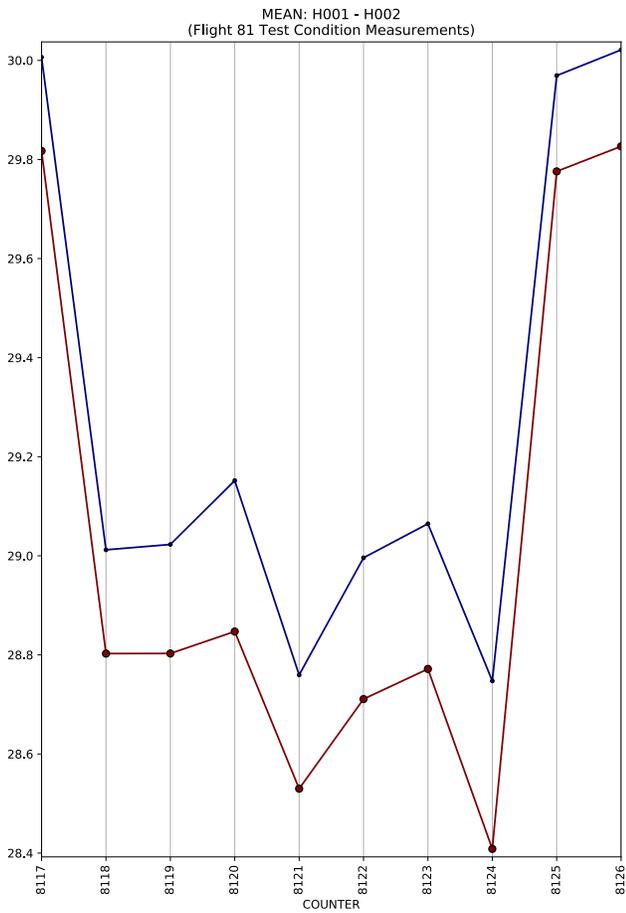
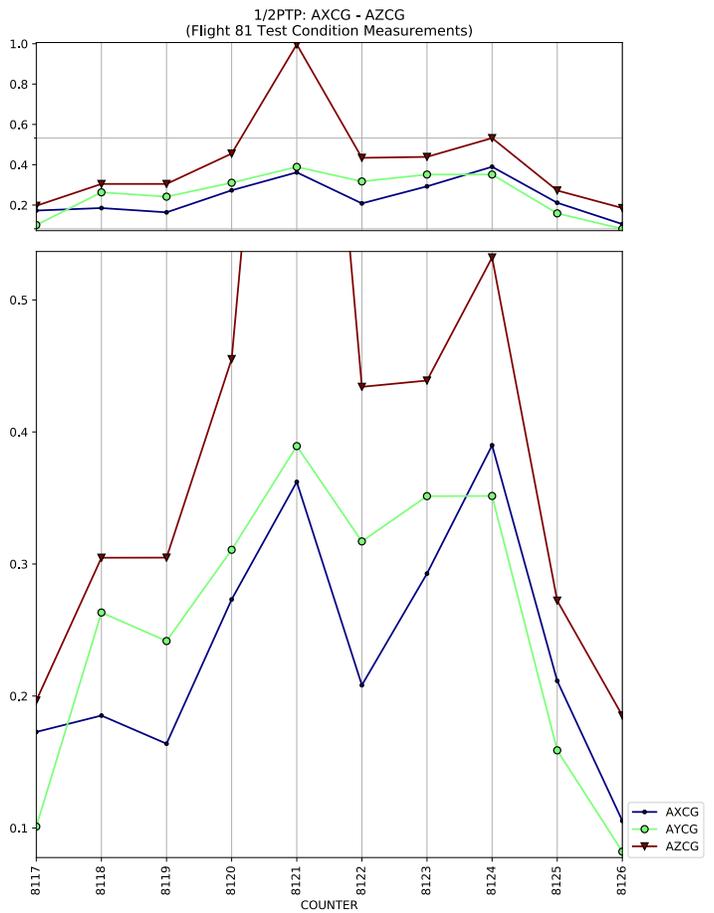
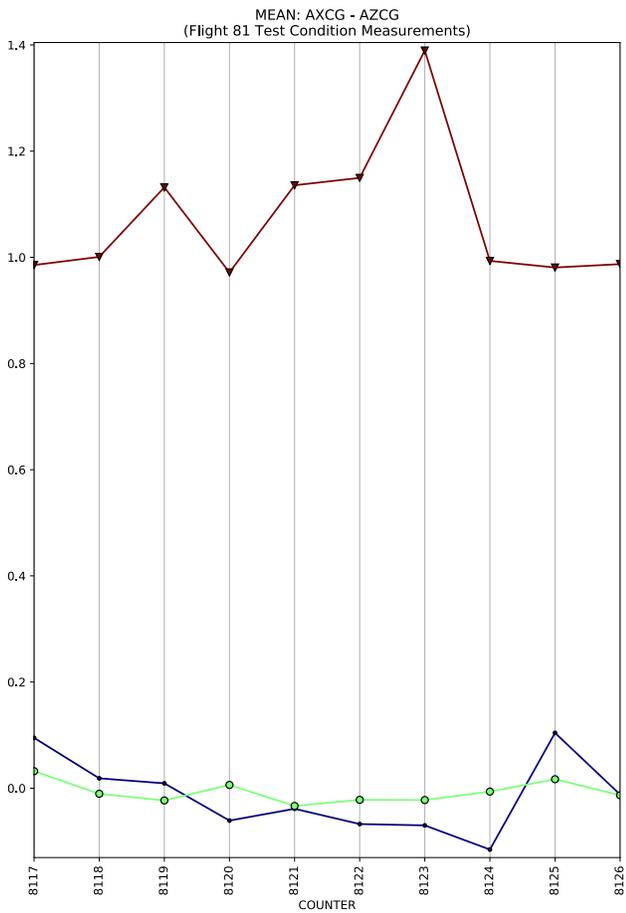


MEAN: RQ11 - RQ12
(Flight 81 Rotor Parameters)

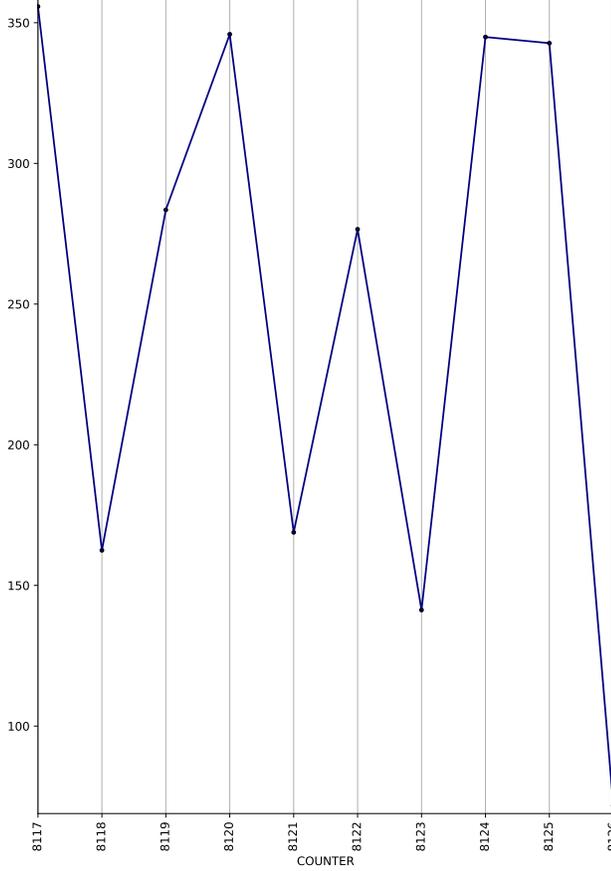


1/2PTP: RQ11 - RQ12
(Flight 81 Rotor Parameters)

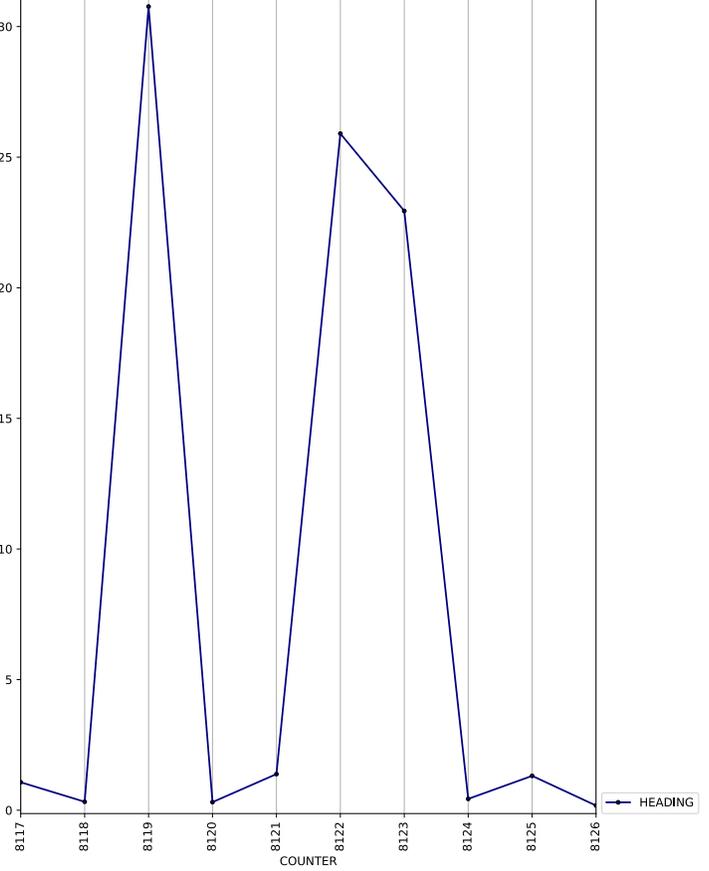




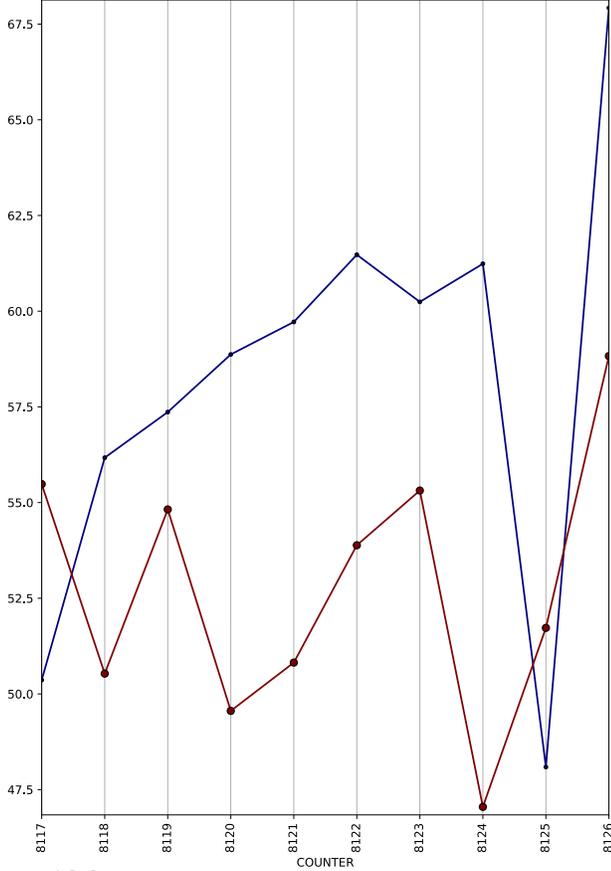
MEAN: HEADING - HEADING
(Flight 81 Test Condition Measurements)



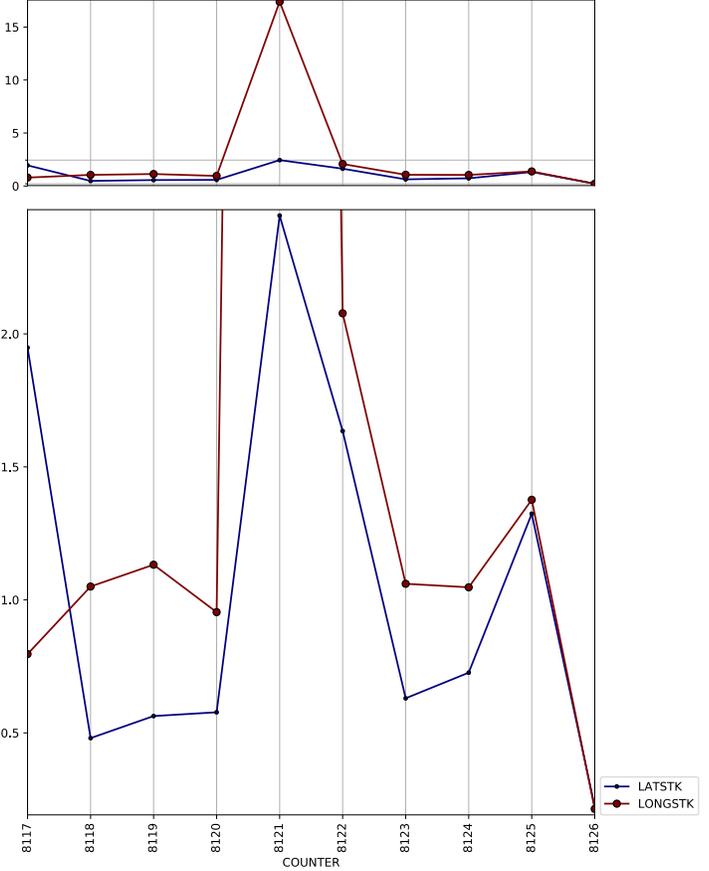
1/2PTP: HEADING - HEADING
(Flight 81 Test Condition Measurements)

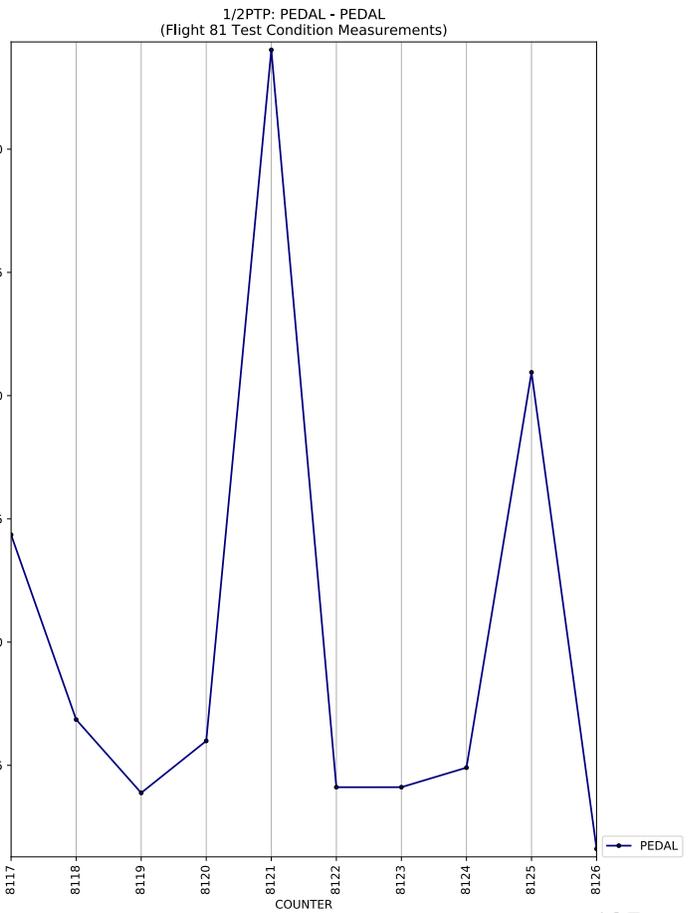
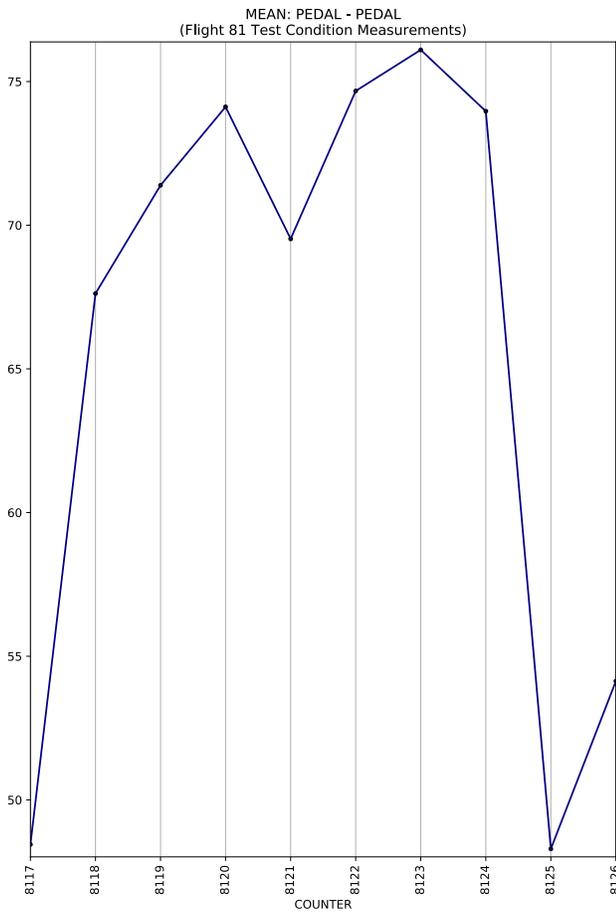
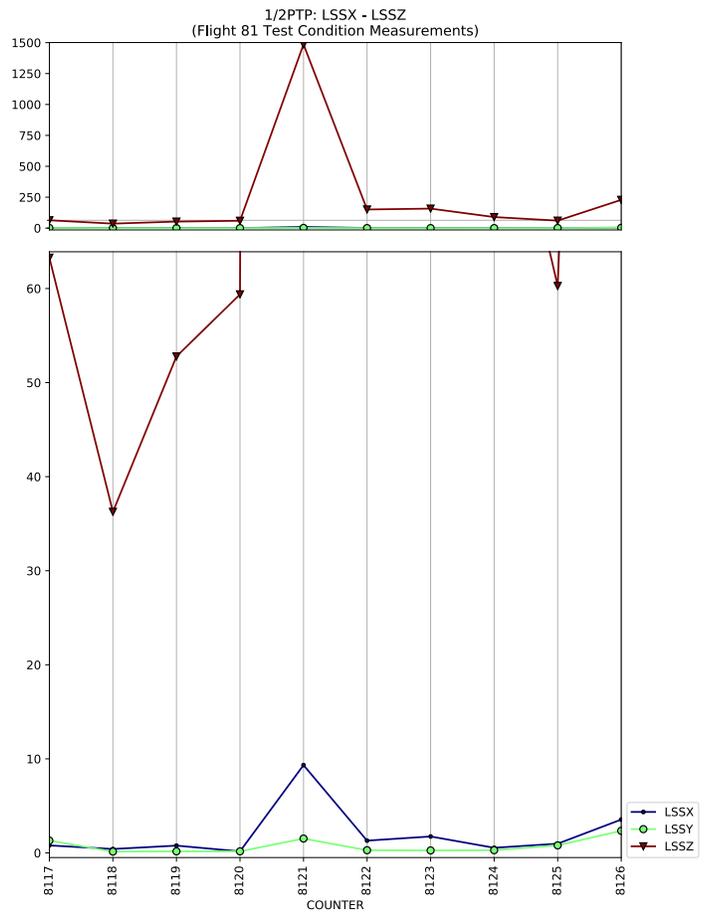


MEAN: LATSTK - LONGSTK
(Flight 81 Test Condition Measurements)

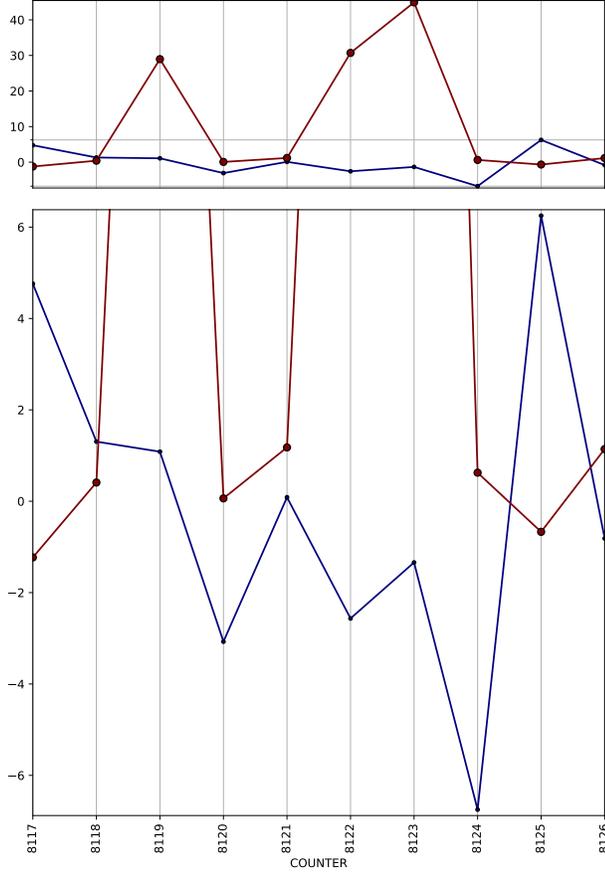


1/2PTP: LATSTK - LONGSTK
(Flight 81 Test Condition Measurements)

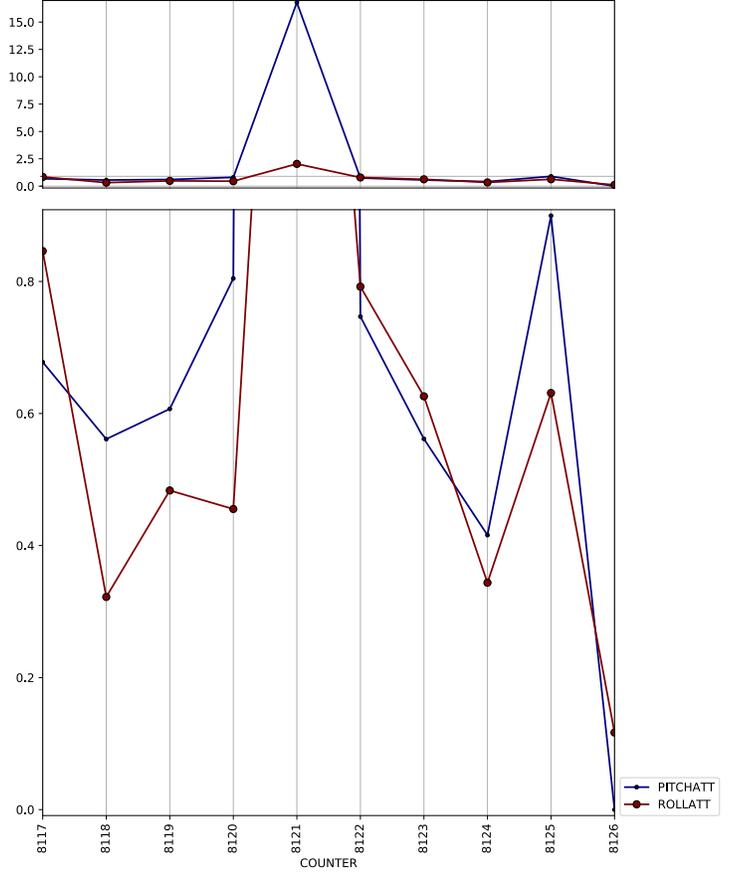




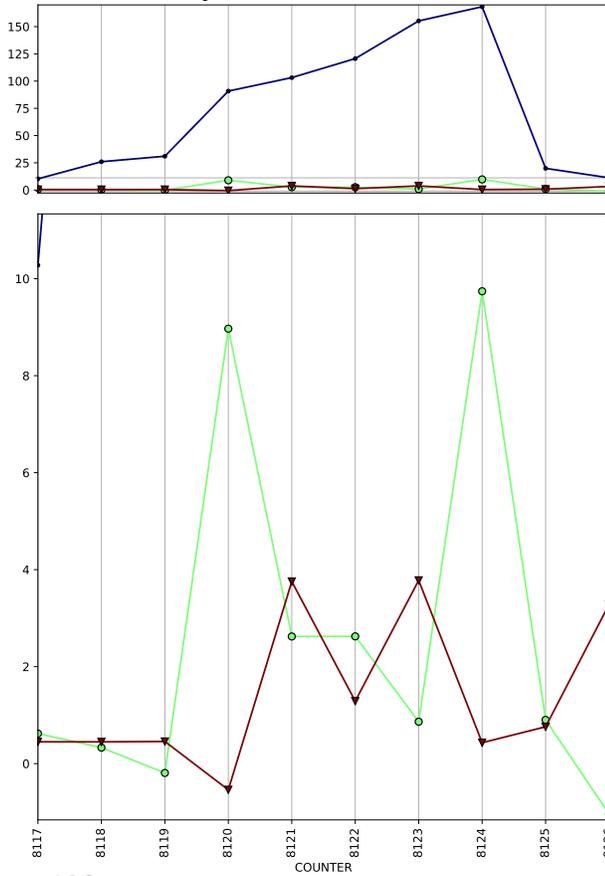
MEAN: PITCHATT - ROLLATT
(Flight 81 Test Condition Measurements)



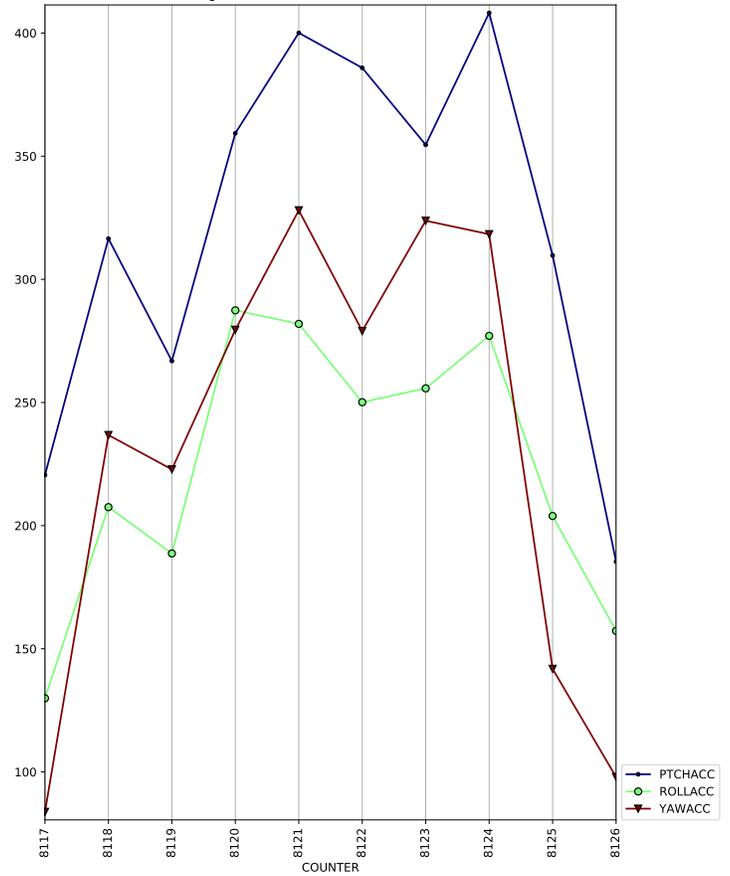
1/2PTP: PITCHATT - ROLLATT
(Flight 81 Test Condition Measurements)

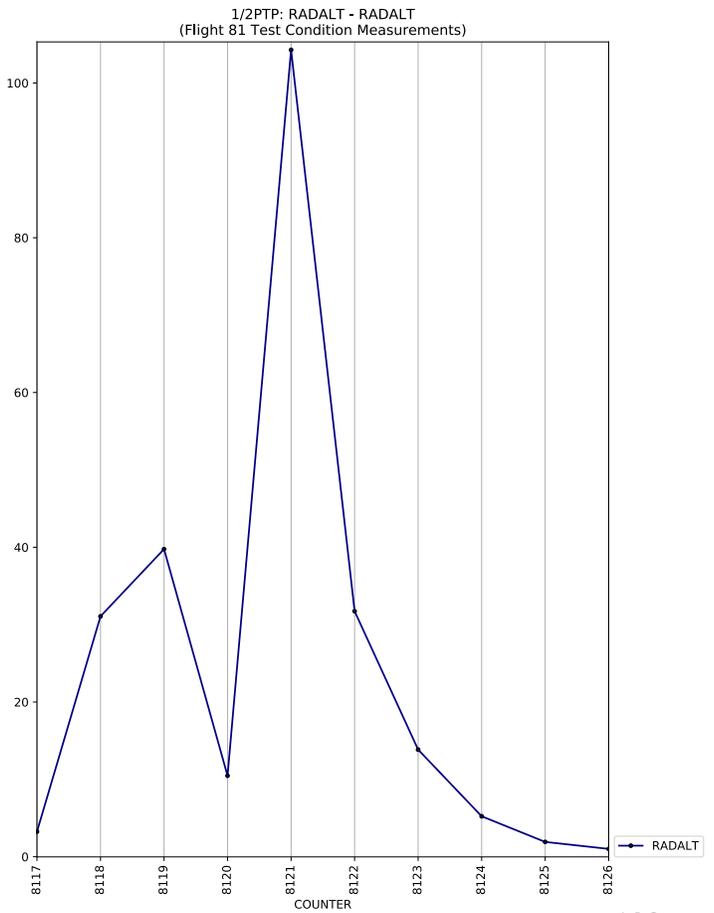
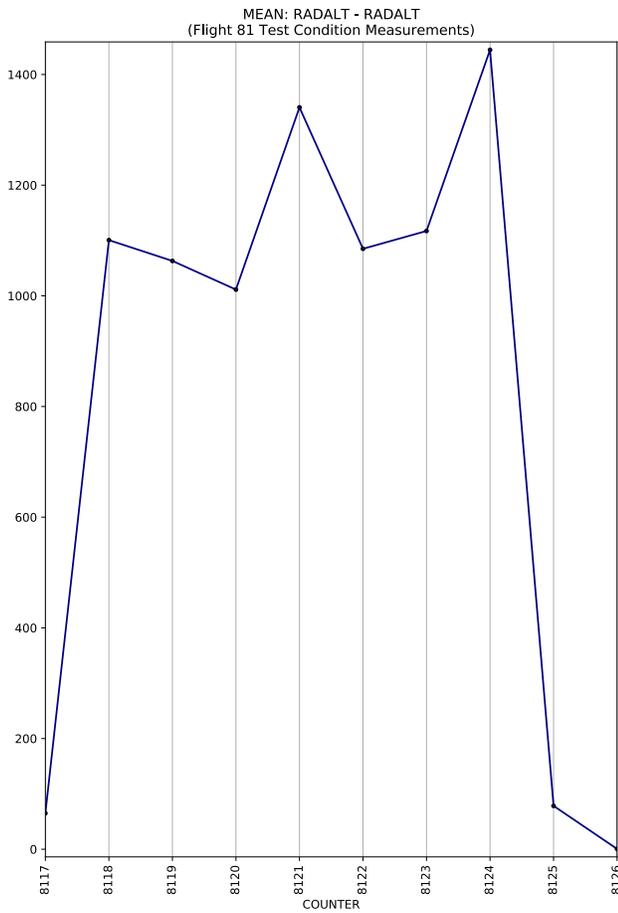
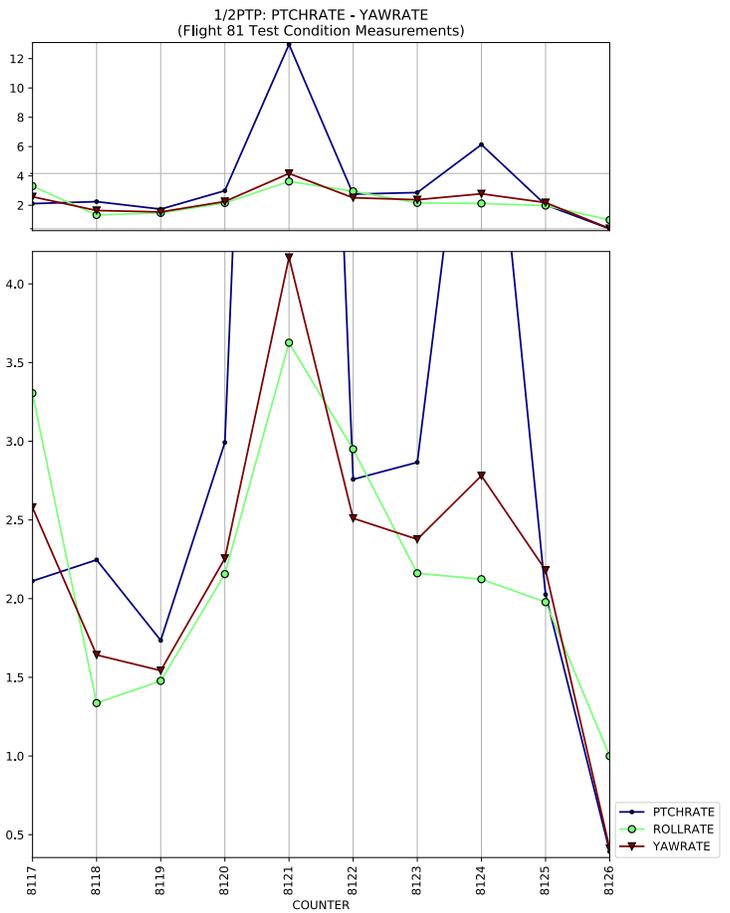
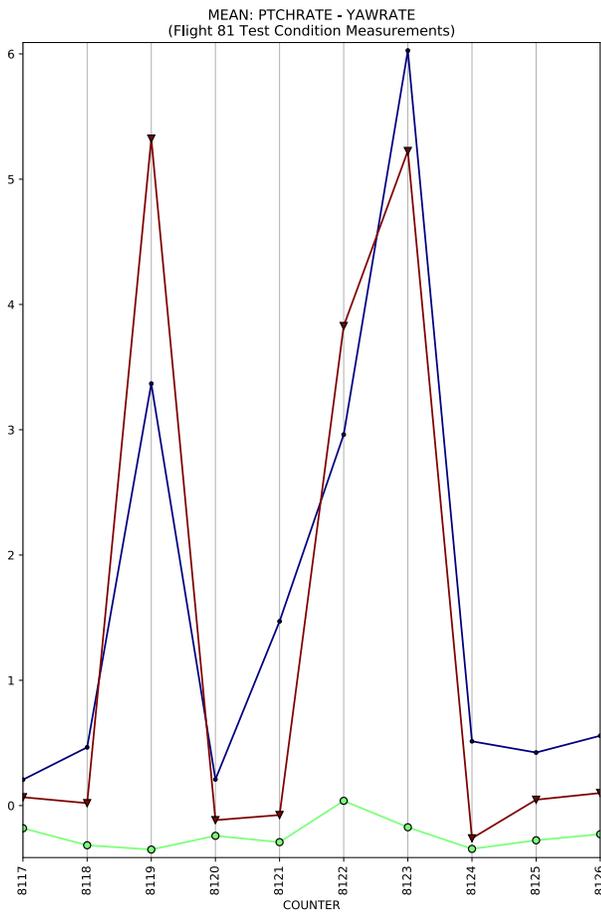


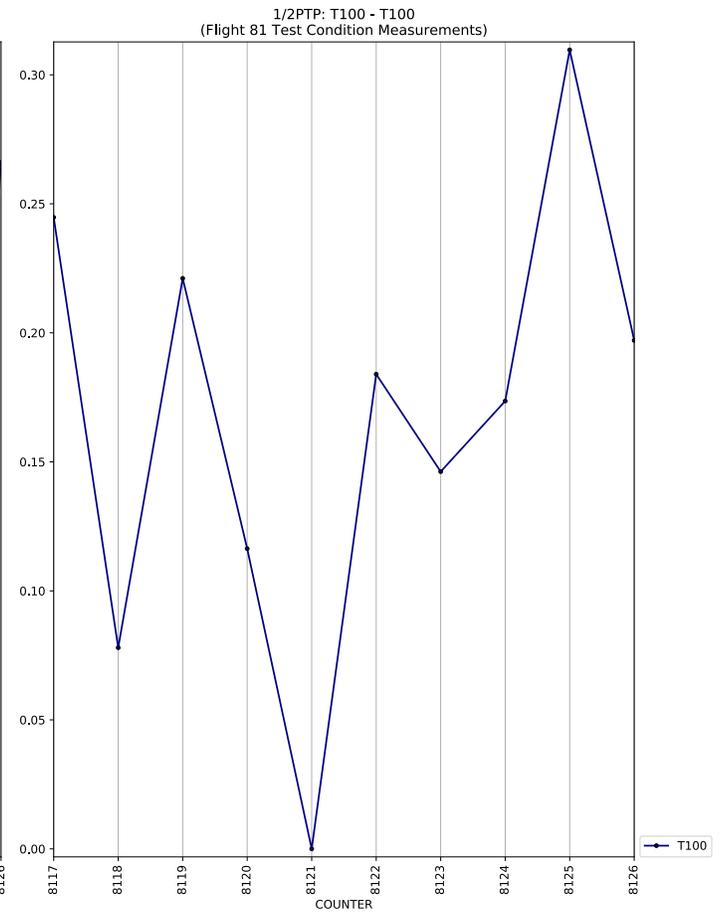
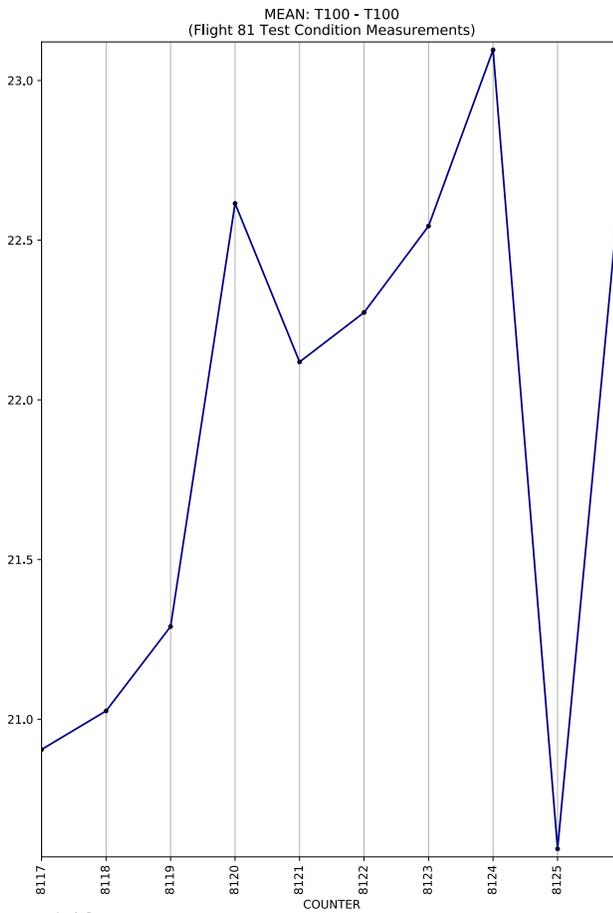
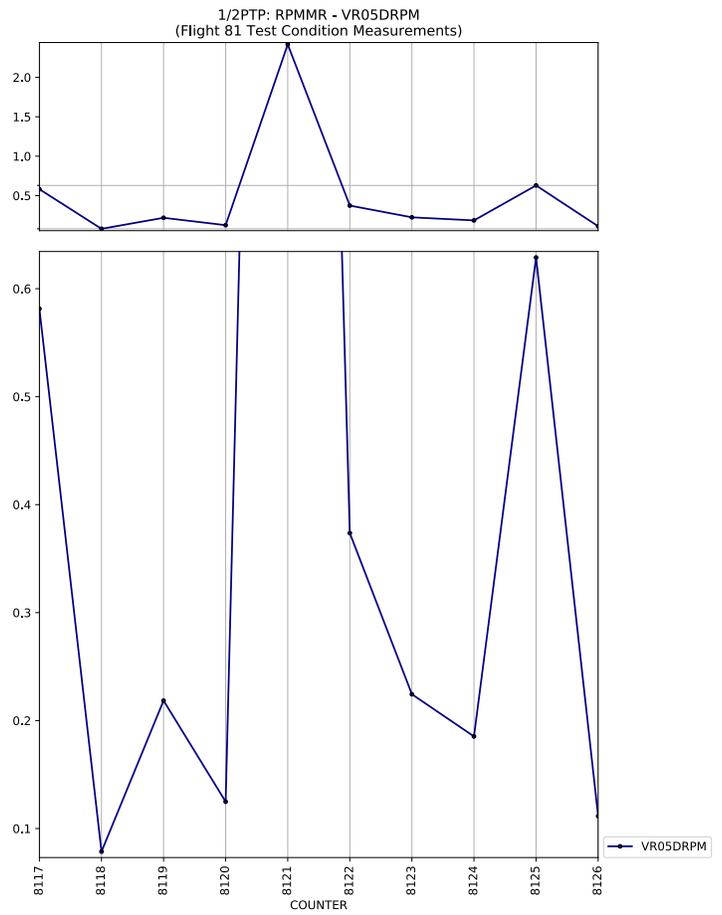
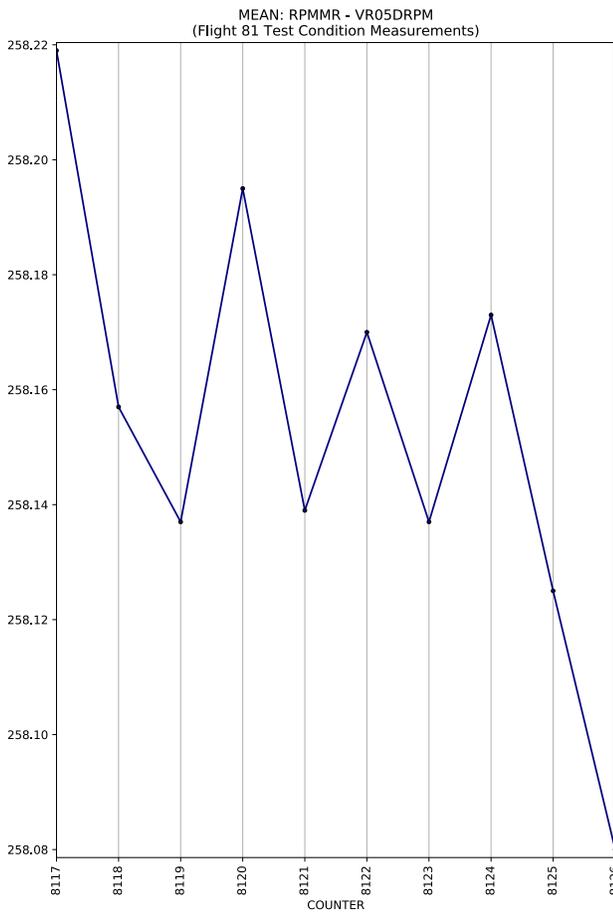
MEAN: PTCHACC - YAWACC
(Flight 81 Test Condition Measurements)



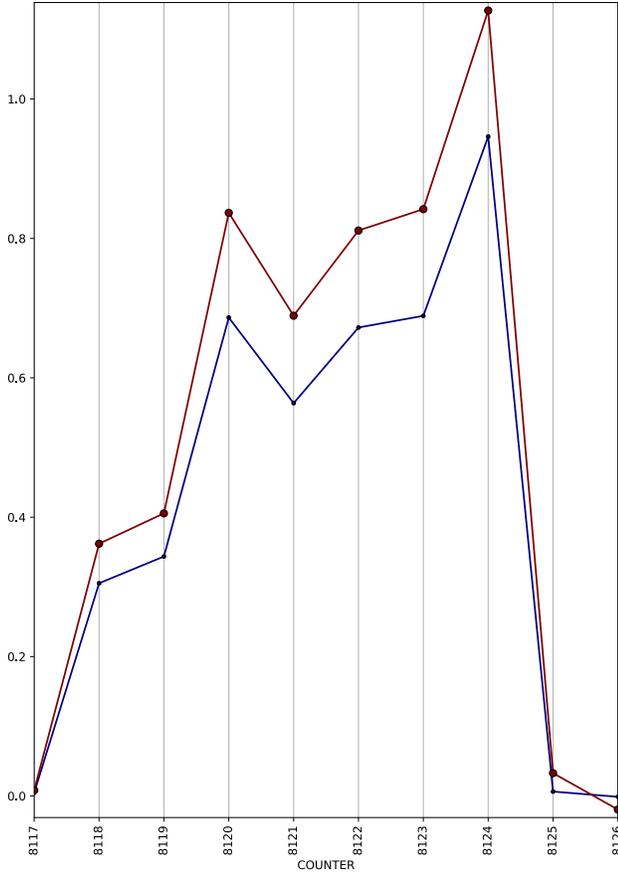
1/2PTP: PTCHACC - YAWACC
(Flight 81 Test Condition Measurements)



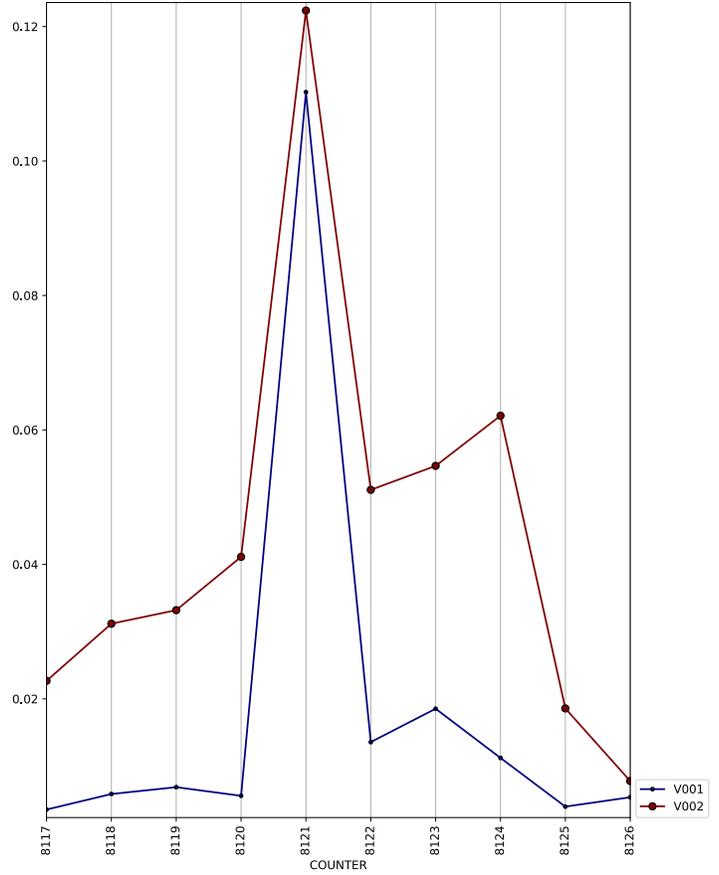




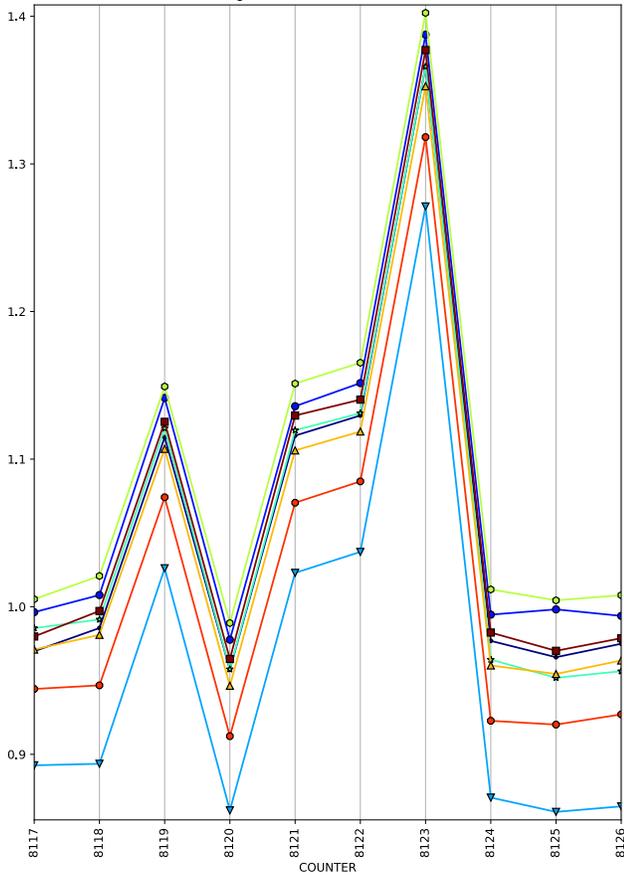
MEAN: V001 - V002
(Flight 81 Test Condition Measurements)



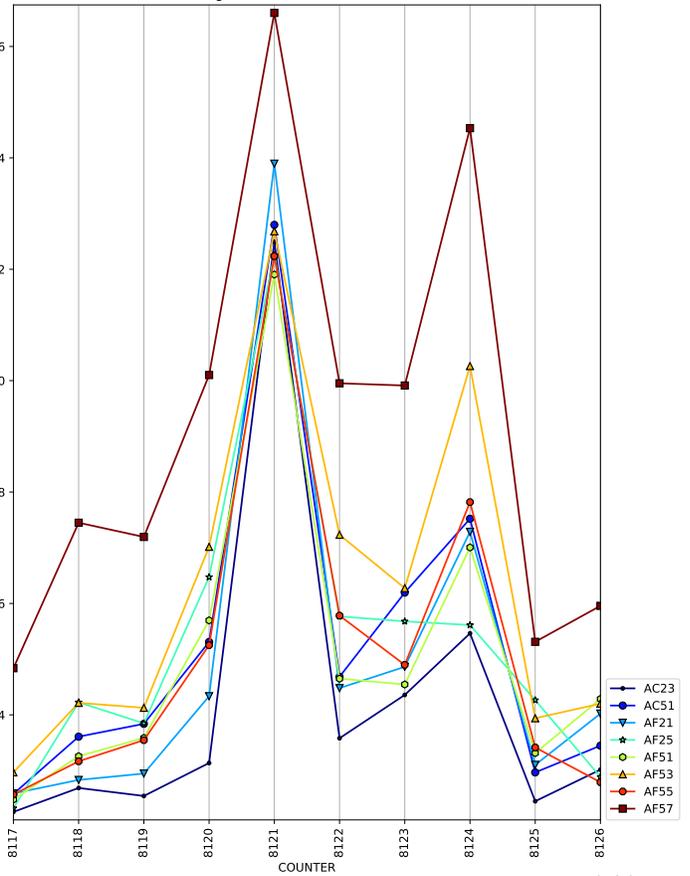
1/2PTP: V001 - V002
(Flight 81 Test Condition Measurements)



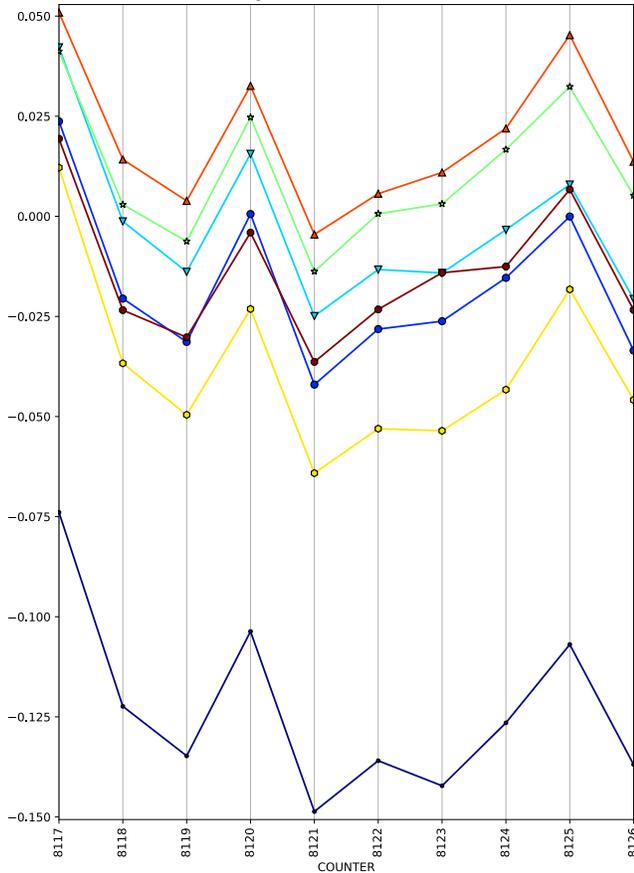
MEAN: AC23 - AF57
(Flight 81 Vibration Parameters)



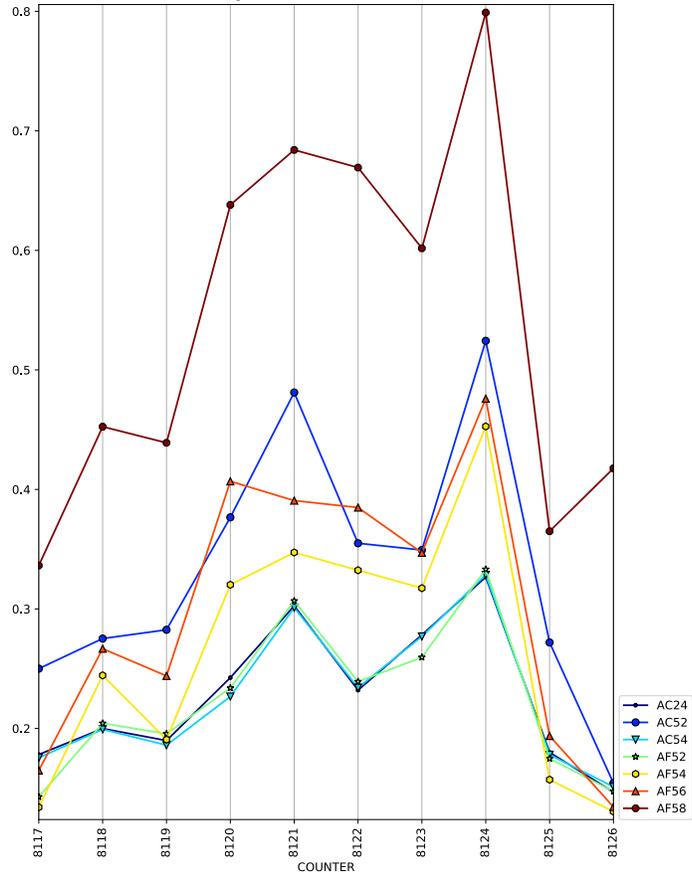
1/2PTP: AC23 - AF57
(Flight 81 Vibration Parameters)



MEAN: AC24 - AF58
(Flight 81 Vibration Parameters)



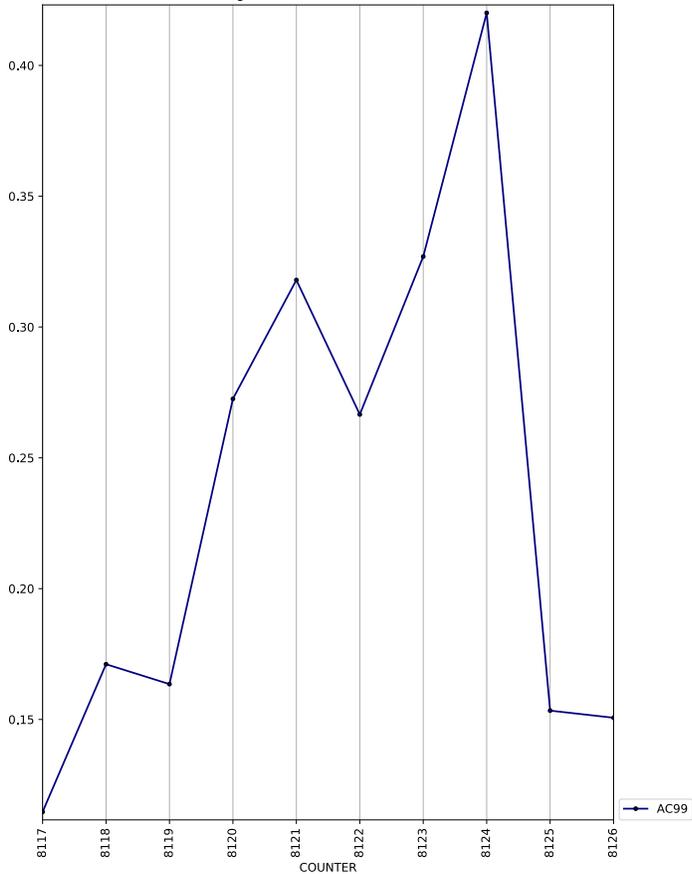
1/2PTP: AC24 - AF58
(Flight 81 Vibration Parameters)



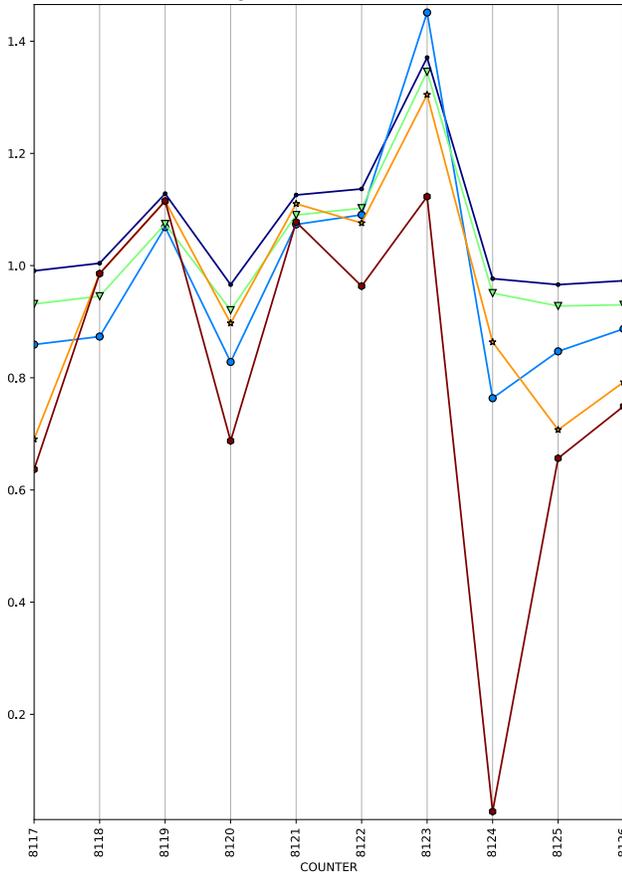
MEAN: AC99 - AC99
(Flight 81 Vibration Parameters)



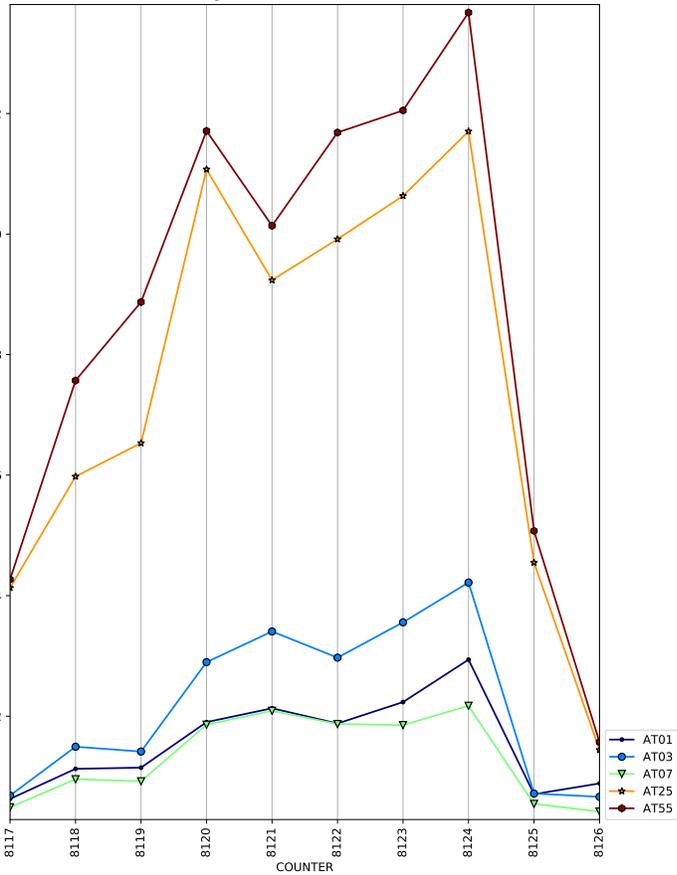
1/2PTP: AC99 - AC99
(Flight 81 Vibration Parameters)



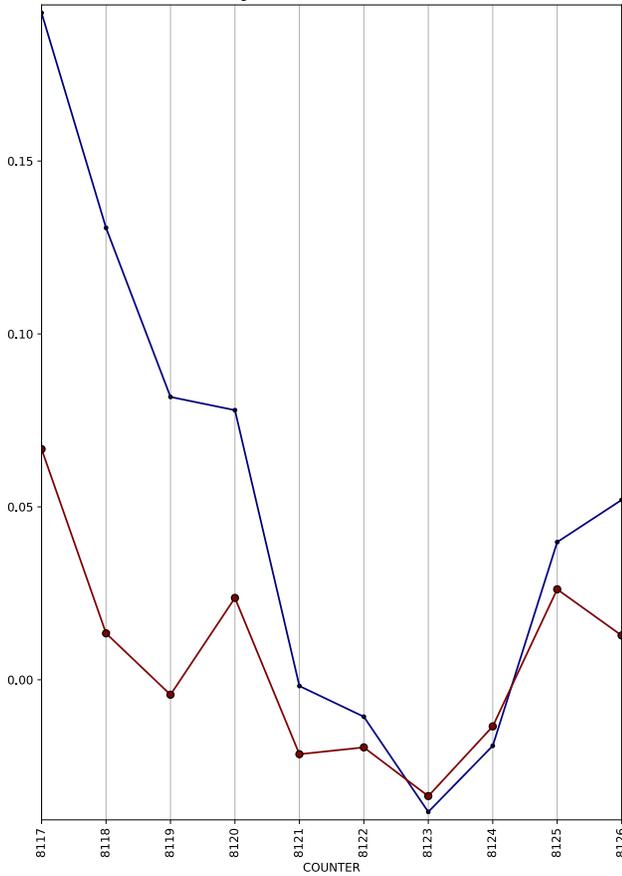
MEAN: AT01 - AT55
(Flight 81 Vibration Parameters)



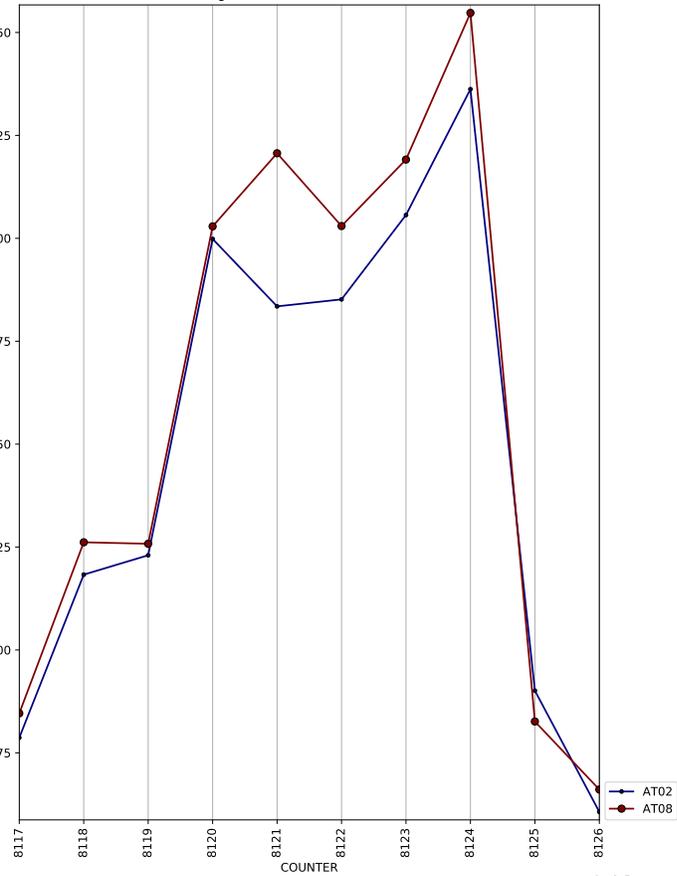
1/2PTP: AT01 - AT55
(Flight 81 Vibration Parameters)



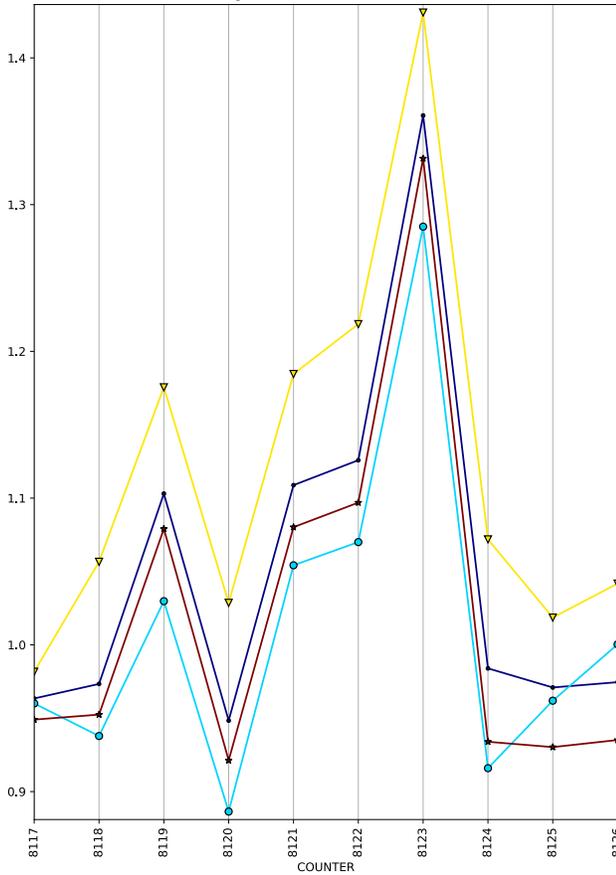
MEAN: AT02 - AT08
(Flight 81 Vibration Parameters)



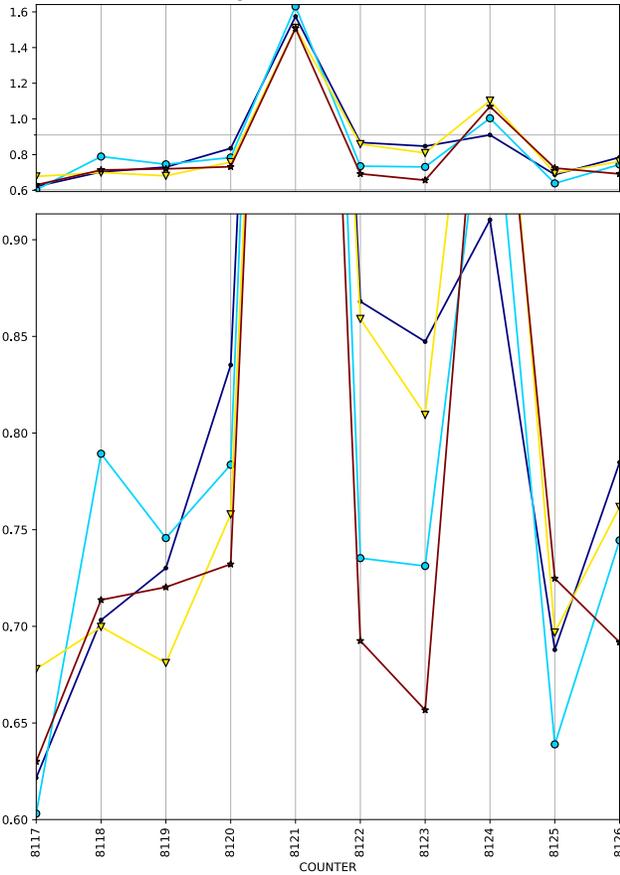
1/2PTP: AT02 - AT08
(Flight 81 Vibration Parameters)



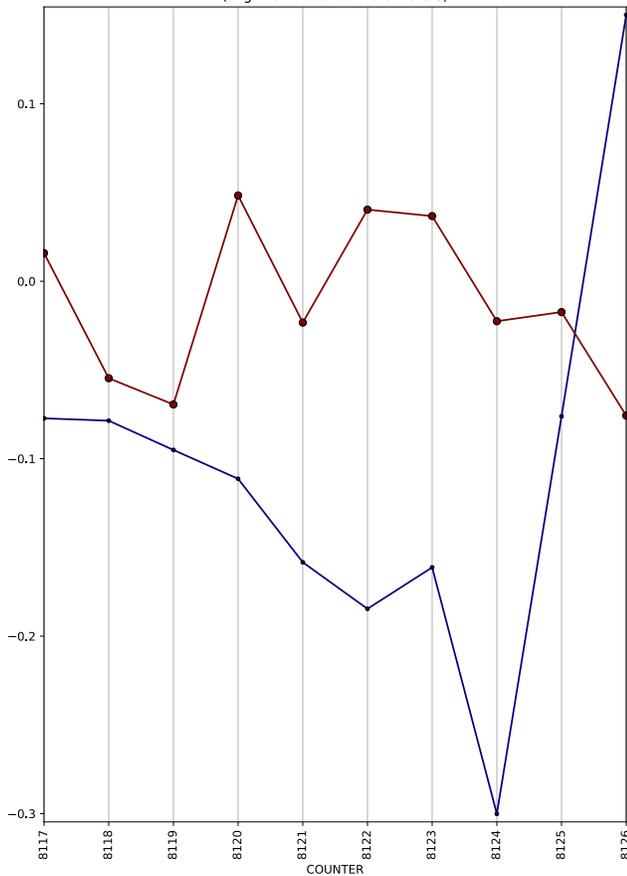
MEAN: AX21 - AX53
(Flight 81 Vibration Parameters)



1/2PTP: AX21 - AX53
(Flight 81 Vibration Parameters)



MEAN: AX52 - AX54
(Flight 81 Vibration Parameters)



1/2PTP: AX52 - AX54
(Flight 81 Vibration Parameters)

